



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**



# SDR

## Summary

Service Difficulty Reporting

April 5, 1998 - April 11, 1998

AIR CARRIER, ZAC-326

*You can improve Air Safety by reporting the problem when you see it!*

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### SECTION

- I Significant Occurrence Report
- II Domestic Service Difficulty Report
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ISSUE: 98-15



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# **SDR SUMMARY**

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

**<http://www.mmac.jccbi.gov/afs/afs600>**

**“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”**

Comments are welcomed and may be directed to:

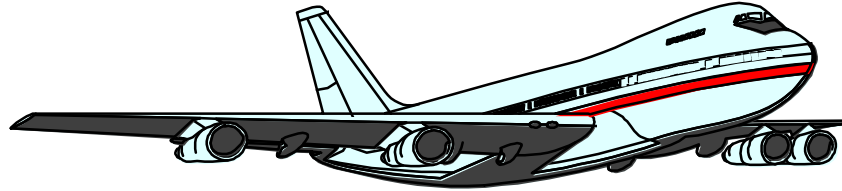
*Federal Aviation Administration  
Aviation Data Systems Branch, AFS-620  
P.O. Box 25082  
Oklahoma City, OK 73125-5029  
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

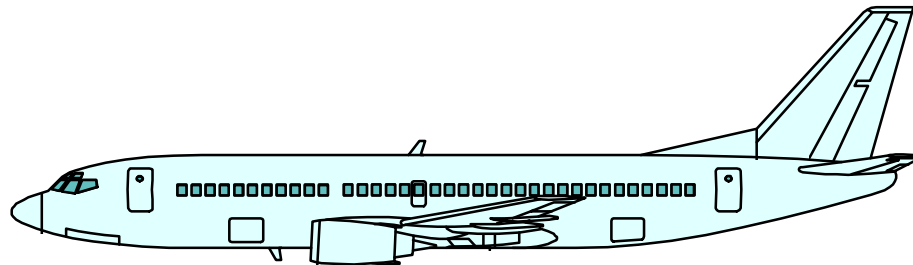
**[john\\_e\\_jackson@mmacmail.jccbi.gov](mailto:john_e_jackson@mmacmail.jccbi.gov)**

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# **SIGNIFICANT OCCURRENCE REPORT**





U.S. Department  
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## **THE SIGNIFICANT OCCURRENCE REPORT**



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

# SIGNIFICANT OCCURRENCE REPORT

4/5/98 - 4/11/98 ISSUE: 98-15 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7261			PWA			OIL SUMP	CRACKED	47357	2/17/98
			JT9D7R4D			500327702	NR 1-2 BEARING	41827	CA980305008
*****	(CAN) DURING DISASSEMBLY OF THE ENGINE DUE TO HIGH OIL CONSUMPTION, THE NR 1 AND NR 2 BEARING OIL SUMP WAS FOUND CRACKED IN TWO PIECES. NUMEROUS CRACKS BEYOND ACCEPTABLE LIMITS WERE ALSO FOUND DURING DISASSEMBLY OF THE LP COMPRESSOR ON STAGE 1, 1.5, 2 AND STAGE 3 STATOR. THE PARTS WERE REMOVED FROM SERVICE AND FURTHER EVALUATION IS BEING CARRIED OUT. A FURTHER REPORT WILL FOLLOW. PART TC: 14,715.								
7314	70074	AIRBUS	GE			GASKET	DETERIORATED		2/27/98
AALA	517	A300B4605R	CF680C2A5				NR 2 ENGINE		AALA980491
*****	LHR - FLT 105 - AIRCRAFT MADE AN UNSCHEDULED LANDING AT BOS DUE TO CREW NOTING RIGHT INNER, FUEL TANK QUANTITY FLUCTUATION. UPON LANDING BOS, AIRCRAFT BEHIND US ON TAXIWAY REPORTED 'FUEL POURING FROM NR 2 ENGINE' PULLED NR 2 FIRE HANDLE AND FIRED AGENT 1. TROUBLESHOT NR 2 ENGINE FUEL SYSTEM. FOUND FUEL PUMP INLET HOSE GASKET DETERIORATED. REPLACED GASKET PERFORMED MAINTENANCE CHECKS IAW MM. CHECKS NORMAL. NO DEFECTS NOTED. OK FOR SERVICE, NO LEAKS NOTED. REPLACED RT ENGINE NR 1 AND NR 2 FIRE BOTTLES PER MM. ACCOMPLISHED REQUIRED CHECKS OK. RESAFETIED RT ENGINE FIRE HANDLE. (M)								
2210	708AA	BOEING				COUPLER	DEFECTIVE		1/18/98
AALA	22465	727223				2588880901	TAIL		AALA980157
*****	MIA - FLT 1017 - ON TAKEOFF MIA EXPERIENCED RUDDER PROBLEMS, INTERMITTENT YAW IN FLIGHT. DECLARED EMERGENCY AND RETURNED TO MAI. LANDED MIA WITHOUT INCIDENT. REPLACED UPPER AND LOWER YAW DAMPER COUPLERS. ACCOMPLISHED ALL REQUIRED TESTS PER MM. ACCOMPLISHED LMP TESTS WITH NORMAL RESULTS. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)								
7110	724DH	BOEING				COWLING	CRACKED		2/6/98
DHLA	19862	727228					NR 1 ENGINE		DHL9872437C
*****	AT C-CHECK, NR 1 ENG TOP COWLING AFT EDGE WITH PIECE MISSING. REPAIRED PER SRM 51-40-3, 6 X 7.25. N/R 6869.								
2780	307FL	BOEING				BOLT	MISSING		2/15/98
F3LA	28760	73736Q				NAS11048	LE FLAPS		F3LA98003
*****	SEA - FLT 640 - AIR TURN BACK. FLIGHT CREW REPORTED LEADING EDGE FLAPS/SLATS WOULD NOT FULLY RETRACT WHEN TRAILING EDGE FLAPS SELECTED TO '0' DEGREES. MAINTENANCE FOUND BOLT (P/N NAS1104-8), NUT (P/N NAS6794W), AND WASHER (P/N 960D416) MISSING FROM THE LEADING EDGE CONTROL VALVE (REF: BOEING 737-300 PARTS CATALOG 27-81-81-01). REPLACED NUT AND BOLT ASSEMBLY, RAN OPERATIONAL CHECK PER MM 27-81-00, PAGE 501, AND SYSTEM CHECKED OKAY. NOTE: 'THE BOLT IN QUESTION WAS LYING LOOSE IN THE PANEL AREA OF THE CONTROL VALVE WITH NO NUT OR WASHER IN SIGHT. THE BOLT CAME OUT OF THE ACTUATOR. TIME ON THE AIRCRAFT - LESS THAN 100 HOURS OUT OF BOEING, A NEW ONE. AEG, MIDO SAF5-300 ALERTED.....'. (X)								
3246	388UA	BOEING	GE		TIMKEN	BEARING	MISINSTALLED		12/8/97
UALA	24663	737322	CFM56*		BEA730000059		NR 3 MLG WHEEL		97UAL900863
*****	ON ARRIVAL, FOUND THAT NR 3 MAIN TIRE ASSEMBLY WAS MISSING, BUT BRAKE ASSEMBLY AND ALL WHEEL RETAINING HARDWARE WAS IN PLACE. THE INNER BEARING IS ON THE AXLE BUT DAMAGED AND MOST OF THE OUTER BEARING IS GONE. *S/D* WHEEL/TIRE ASSEMBLY DEPARTED AIRCRAFT ON TAKEOFF FROM SMF. AIRCRAFT LANDED WITHOUT INCIDENT AT LAX. INVESTIGATION REVEALED THAT INCORRECT BEARING INSTALLATION CAUSED FAILURE DUE TO A BUILD-UP OF ADVERSE TOLERANCES. WHEEL/TIRE ASSEMBLY, BRAKE ASSEMBLY, AXLE SLEEVE AND AXLE NUT WERE REPLACED DUE TO DAMAGE.								
3340	552QS	BRAERO				WIRING	CHAFED	632	3/17/98
DXTR	259052	HAWKER1000					RT LANDING LIGHT		98ZZZX1435
*****	RIGHT LANDING LIGHT INOPERABLE. FOUND WIRE BUNDLE CHAFING AGAINST FORWARD VENTRAL TANK TRANSFER VALVE ASSEMBLY. LOCATION IS BETWEEN WIRE BUNGEE 'DF' AND CONNECTOR 'JA-D9'. UPON REMOVAL OF FORWARD VENTRAL TANK, THE WIRING FOR THE FUEL QUANTITY SYSTEM OF THE FORWARD VENTRAL TANK WAS ALSO FOUND CHAFING. THIS IS THE FIRST KNOWN INCIDENT.								
3411	84FA	BRAERO				STATIC DRAIN	MISINSTALLED		2/1/98
JGVR	258047	BAE125800A					FUSELAGE RT FWD		98ZZZX1290
*****	TWO STATIC DRAIN ASSEMBLIES HAVE BEEN COMPLETELY COVERED WITH A PRC SEALANT. THIS IS CONTRARY TO RAYTHEON INSTALLATION DRAWINGS.								

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

4/5/98 To 4/11/98 ISSUE: 98-15 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3231	38CJ	CESSNA				BRACKET ASSY	FAILED		2/13/98
GNXA	402C0023	402C				52130389	LT NLG DOOR ROD		98ZZZX1316
*****	PILOT REPORTED NOSE GEAR WOULD NOT COME DOWN AND LOCK. A NOSE GEAR UP LANDING WAS MADE. INVESTIGATION REVEALED THE FORWARD LT NOSE GEAR GOOD RETRACTION ROD BRACKET ASSY FAILED ALLOWING THE NOSE GEAR TO IMPACT DOOR ON RETRACTION AND JAMMING NOSE GEAR IN WHEEL WELL. REASON FOR BRACKET FAILURE IS NOT CONCLUSIVE AT THIS TIME.								
7250		GULSTM	RROYCE			TURBINE DISK	FAILED	16613	11/14/97
		G159	DART5298X			RK45569	HP TURBINE		CA971219025
*****	(CAN) DURING INSPECTION, WITH THE TURBINE EXPOSED, IT WAS FOUND THE HP TURBINE DISK HAD FAILED CAUSING SEVERE INTERNAL DAMAGE AND RESULTED IN PENETRATION OF THE TURBINE CASE. ENGINE WILL BE SHIPPED TO ROLLS FOR ASSESSMENT OF DAMAGE AND REPAIR. PART TC: 16,312.								

(End of SIGNIFICANT OCCURRENCE REPORT)

**FEDERAL AVIATION ADMINISTRATION**  
**SIGNIFICANT OCCURRENCE REPORT INDEX**

Showing Specific Part Numbers and Aircraft Model by Year

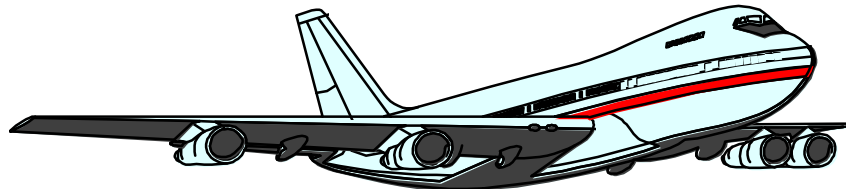
FOR THE PERIOD OF: 4/5/98 To 4/11/98

<u>PART NUMBER</u>		<u>TOTAL</u>	<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>		<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
<b>12326231</b>														
REINFORCEMENT	U206F	<b>1</b>	-	-	-	-	-	-	-	-	-	1	-	-
<b>TOTAL of # 12326231</b>	-----	<b>1</b>	-	-	-	-	-	-	-	-	-	1	-	-
<b>206040106001</b>														
SPRING	206L1	<b>1</b>	-	-	-	-	-	-	-	-	-	-	1	-
<b>TOTAL of # 206040106001</b>	-----	<b>1</b>	-	-	-	-	-	-	-	-	-	-	1	-
<b>2588880901</b>														
CARD	737217	<b>1</b>	-	-	-	-	-	-	-	-	-	-	1	-
COUPLER	727223	<b>1</b>	-	-	-	-	-	-	-	-	-	-	-	1
	727228	<b>1</b>	-	-	-	-	-	-	-	-	1	-	-	-
	7272J7	<b>1</b>	-	-	-	-	-	-	-	-	-	-	1	-
	7272S7	<b>1</b>	-	-	-	-	-	-	-	-	1	-	-	-
	737222	<b>1</b>	-	-	-	-	-	1	-	-	-	-	-	-
YAW COUPLER	737222	<b>1</b>	-	-	-	-	-	-	-	-	-	1	-	-
	737291	<b>1</b>	-	-	-	-	-	-	-	-	-	1	-	-
YAW DAMPER	737217	<b>1</b>	-	-	-	-	-	-	-	-	-	1	-	-
	7372A6	<b>1</b>	-	-	-	-	-	-	-	1	-	-	-	-
<b>TOTAL of # 2588880901</b>	-----	<b>10</b>	-	-	-	-	-	1	-	1	2	3	2	1
<b>500327702</b>														
OIL SUMP	unknown	<b>1</b>	-	-	-	-	-	-	-	-	-	-	-	1
<b>TOTAL of # 500327702</b>	-----	<b>1</b>	-	-	-	-	-	-	-	-	-	-	-	1
<b>52130389</b>														
BRACKET ASSY	402C	<b>1</b>	-	-	-	-	-	-	-	-	-	-	-	1

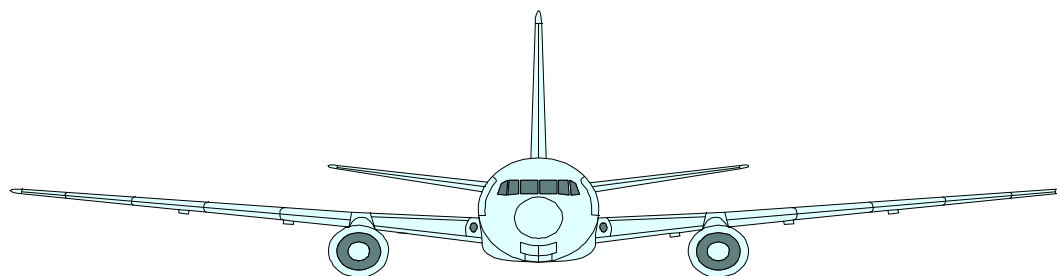
**FAA SIGNIFICANT OCCURRENCE REPORT INDEX 4/5/98 To 4/11/98 (cont'd)**

<u>PART NUMBER</u>		<u>YEAR</u>												
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
TOTAL of # 52130389 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
NAS11048														
BOLT	73736Q	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # NAS11048 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
RK45569														
TURBINE DISK	G159	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # RK45569 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (16) PART NUMBERS: - - - -		16	-	-	-	-	-	1	-	1	2	4	3	5
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														

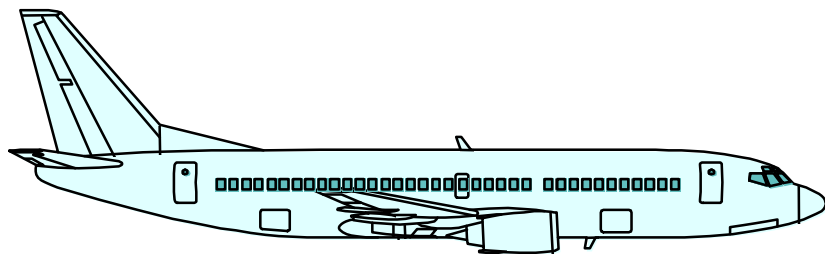




**DOMESTIC**



**SERVICE DIFFICULTY REPORT**



**DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY****4/5/98 - 4/11/98    ISSUE: 98-15    ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2424 C2XA	17448 506	AEROSP ATR42500				GCU 243230	SMOKING NR 1	2/8/98 C2XA98IA015	
IAH - FLT 3969 - PILOT REPORTED THAT SMOKE WAS NOTED FROM THE 90VU RACK FOLLOWED BY THE LOSS OF THE NR 1 ACW GENERATOR. THE AIRCRAFT RETURNED TO IAH WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED THE NR 1 ACW GENERATOR CONTROL UNIT. THE AIRCRAFT OPERATIONALLY CHECKED GOOD AND WAS RETURNED TO SERVICE. (X)									
3350 SIMA	209AT 0209	AEROSP ATR42300				BATTERY PACK 3011151	DISCHARGED CABIN	3/17/98 SIMA980761	
ORD - FORWARD EMERGENCY LIGHTING INOP. REPLACED EMERGENCY BATTERY PACKS AND POWER SUPPLIES FOR 3WL AND 27WL IAW ATR-42 JIC 33-51-21. OPERATIONAL CHECKS GOOD AND RETURNED A/C TO SERVICE. (M)									
3350 C2XA	16824 166	AEROSP ATR42300				BATTERY PACK 3011157	DISCHARGED CABIN	3/10/98 C2XA98IA074	
IAH - DURING A-CHECK INSPECTION, THE EMERGENCY LIGHTS ASSOCIATED WITH POWER SUPPLY 10WL WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK IN THE POWER SUPPLY AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3350 C2XA	16824 166	AEROSP ATR42300				BATTERY PACK AD3127	DISCHARGED CABIN	3/10/98 C2XA98IA075	
IAH - DURING A-CHECK INSPECTION, THE EMERGENCY LIGHTS ASSOCIATED WITH POWER SUPPLY 3WL DID NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK IN THE ASSOCIATED POWER SUPPLY AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5311 SIMA	251AE 250	AEROSP ATR42300				FRAME S5376131024251	CORRODED FUSELAGE	3/16/98 SIMA980752	
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED FRAME 36 WAS CORRODED AT SILL PLATE. MAINTENANCE REPAIRED FRAME 36 IAW SRM 53-61-40. A/C WAS RETURNED TO SERVICE. (M)									
5311 SIMA	251AE 250	AEROSP ATR42300				FRAME S53671310200	CORRODED FUSELAGE	3/16/98 SIMA980753	
DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED FRAME 37 WAS CORRODED AT FLOOR LEVEL. MAINTENANCE REPAIRED FRAME 37 IAW SRM 53-67-70, FIGURE 402. A/C WAS RETURNED TO SERVICE. (M)									
5313 SIMA	251AE 250	AEROSP ATR42300				STRINGER S53671000203	CORRODED FUSELAGE	3/16/98 SIMA980751	
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED STRINGER 17 RIGHT CORRODED BETWEEN FRAMES 30 AND 35. MAINTENANCE REPAIRED STRINGER 17R IAW SRM 53-00-00, FIGURE 427. A/C WAS RETURNED TO SERVICE. (M)									
5315 SIMA	251AE 250	AEROSP ATR42300				FLOORBEAM S53672407202	CORRODED FUSELAGE	3/17/98 SIMA980763	
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED FLOORBEAM 38 CORRODED. MAINTENANCE REMOVED AND REPLACED FLOORBEAM 38 IAW SRM 53-25-03. A/C WAS RETURNED TO SERVICE. (M)									
5320 SIMA	251AE 250	AEROSP ATR42300				CHANNEL S53678008216	CORRODED CARGO COMPT	3/17/98 SIMA980764	
DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE RIGHT AFT CARGO Z-CHANNEL WAS CORRODED. MAINTENANCE REMOVED AND REPLACED THE Z-CHANNEL IAW SRM 52-25-03. AIRCRAFT WAS RETURNED TO SERVICE. (M)									

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/5/98 To 4/11/98 ISSUE: 98-15 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 SIMA	274AT 274	AEROSP ATR72212				WIRE	BROKEN CABIN		3/13/98 SIMA980722
ONE FLORO PROX LIGHT INOP BY GALLEY DUE TO BROKEN WIRE. ISSUED MEL 33-22 AND RETURNED A/C TO SERVICE. REPAIRED BROKEN WIRE IN ACC WITH STD PRACTICES. PERFORMED OPERATIONAL CHECK SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
3350 SIMA	425MJ 425	AEROSP ATR72212				BATTERY PACK 3012001	DISCHARGED CABIN		3/13/98 SIMA980721
HOUR - EMERGENCY LIGHT BATTERY PACK GALLEY EXIT LIGHT DEAD POSITION 62WL. RAID BATTERY PACK 62WL, OPS CHECKED GOOD. A/C RETURNED TO SERVICE. (M)									
3417 RAIA	723TE 283	AEROSP ATR72202				ADC 7000700951	FAILED E/E COMPT	14051	3/10/98 RAIA980309
FLT 7166 - STL - CAPTAINS AIRSPEED INDICATOR WENT TO ZERO AND CAPTAINS ALTIMETER FELL TO 500 FEET. MAINTENANCE REPLACED CAPTAINS AIR DATA COMPUTER (ADC). (M)									
5320 ASOA	634AS 370	AEROSP ATR72212				FITTING S53572405211	CORRODED FUSELAGE		2/24/98 98ZZM400
SAW - DURING C-CHECK INSPECTION, MAINTENANCE REPORTED STRINGER NR 16 RT END FITTING CORRODED AT FRAME 27 RT. INSTALLED NEW STRINGER END FITTING IAW ASA EO 72-53-0046. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 ASOA	634AS 370	AEROSP ATR72212				SEAT TRACK S53678001228	CORRODED CABIN		2/22/98 98ZZM395
SAW - DURNG C-CHECK INSPECTION, MAINTENANCE REPORTED RT FA SEAT TRACK CORRODED. INSTALLED NEW RT FA SEAT TRACK IAW ASA EO 72-53-0043. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 ASOA	634AS 370	AEROSP ATR72212				SEAT TRACK S536780011210	CORRODED CABIN		2/22/98 98ZZM398
SAW - DURING C-CHECK INSPECTION, MAINTENANCE REPORTED LEFT FA SEAT TRACK CORRODED. INSTALLED NEW LEFT FA SEAT TRACK IAW ASA EO 72-53-0043. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 ASOA	634AS 370	AEROSP ATR72212				SEAT TRACK S5357020320002	CORRODED CABIN		2/22/98 98ZZM397
SAW - DURING C-CHECK INSPECTION, MAINTENANCE REPORTED RT INBOARD MIDDLE SEAT TRACK CORRODED. INSTALLED NEW RT INBOARD MIDDLE SEAT TRACK IAW ASA SRM 51-25-04 AND EO 72-53-0044. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 ASOA	634AS 370	AEROSP ATR72212				SEAT TRACK S53678001224	CORRODED CABIN		2/20/98 98ZZM396
SAW - DURING C-CHECK INSPECTION, MAINTENANCE REPORTED LEFT OUTBOARD AFT SEAT TRACK CORRODED. INSTALLED NEW LEFT OUTBOARD AFT SEAT TRACK IAW ASA EO 72-53-0044. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 ASOA	634AS 370	AEROSP ATR72212				SEAT TRACK S5357020320202	CORRODED CABIN		2/22/98 98ZZM399
SAW - DURING C-CHECK INSPECTION, MAINTENANCE REPORTED RT MIDDLE OUTBOARD SEAT TRACK CORRODED. INSTALLED NEW RT MIDDLE OUTBOARD SEAT TRACK IAW ASA EO 72-53-0044. AIRCRAFT RETURNED TO SERVICE. (M)									
7320 RAIA	723TE 283	AEROSP ATR72202	PWA PW124B			HMU 32448555	FAILED RT ENGINE		3/6/98 RAIA980305
FLT 7126 - STL - RIGHT ENGINE WAS SLOW TO ACHIEVE TAKEOFF TORQUE. MAINTENANCE REPLACED RIGHT FUEL HYDROMECHANICAL UNIT. (M)									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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7320 SIMA	407AT 407	AEROSP ATR72212	PWA PW127			VALVE 311325201	FAILED NR 1 ENGINE		2/10/98 SIMA980411
ORD - FLT 4123 - FLT CREW REPORTED SMOKE SMELL IN THE CABIN AND COCKPIT. MAINTENANCE R/TD P2.5/P3 SWITCHING VALVE AND NL PROBE IAW PWA MM 72-01-60. PERFORMED GROUND ENGINE RUNS SATISFACTORILY. RETURNED A/C TO SERVICE. (M)									
7320 SIMA	407AT 407	AEROSP ATR72212	PWA PW127			PROBE 3033509	FAILED NR 1 ENGINE		2/10/98 98ZZM387
ORD - FLT 4123 - FLT CREW REPORTED SMOKE SMELL IN THE CABIN AND COCKPIT. MAINTENANCE R/TD P2.5/P3 SWITCHING VALVE AND NL PROBE IAW PWA MM 72-01-60. PERFORMED GROUND ENGINE RUNS SATISFACTORILY. RETURNED A/C TO SERVICE. (M)									
3222 AALA	25071 514	AIRBUS A300B4605R				STRUT C231098102	DEFECTIVE NLG		3/12/98 AALA980490
JFK - FLT 107 - DURING APPROACH, THE NOSE LANDING GEAR RED UNLOCK LIGHT ILLUMINATED ON GEAR EXTENSION. CREW MISSED THE APPROACH, GEAR WAS CYCLED WITH THREE GREEN GEAR SAFE LIGHT ILLUMINATED. AIRCRAFT LANDED JFK WITHOUT FURTHER INCIDENT. REPLACED NOSE GEAR TELESOPING DRAG STRUT. ACCOMPLISHED NOSE LANDING GEAR RETRACTION AND ALTERNATE EXTEND CHECKS WITH NORMAL INDICATION. SYSTEM LEAKED AND GROUND CHECKED NORMAL OPERATION. (M)									
4990 AALA	41063 506	AIRBUS A300B4605R				APU A0007022500462	LEAKING APU COMP		2/16/98 AALA980348
ORD - FLT 921 - AFTER TAKEOFF SMOKE WAS DETECTED IN THE CABIN WITH NO ABNORMAL INDICATIONS. AIRCRAFT RETURNED TO ORD AND LANDED OVERWEIGHT WITHOUT INCIDENT. REPLACED BOTH AIR CYCLE MACHINE COALESCER BAGS. ACCOMPLISHED PACK BURNOUT PROCEDURE AND OVERWEIGHT LANDING INSPECTION WIHT NO DEFECTS FOUND. SYSTEM GROUND CHECKED NORMAL OPERATION. ACCOMPLISHED FERRY FLIGHT ORD-JFK. OPERATIONAL CHECKED NORMAL WITH NO DEFECTS. MAINTENANCE ENTRY ON 2/17 STATED THE THE SMOKE IN CABIN WAS CAUSED BY APU INLET CHAMBER OIL FILLED FROM APU. REPLACED APU. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				SUPPORT	CORRODED CARGO COMPT		3/11/98 AALA980477
TUL - FLOOR SUPPORT FRAME HAS CORROSION FROM DOOR TO NR 5 ROLLER TRAY AT FRAME 63. REMOVED AND REPLACED FLOOR SUPPORT PER SRM 51-72-10-0. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				SUPPORT	CORRODED CARGO COMPT		3/11/98 AALA980492
TUL - FLOOR BOARD SUPPORT AT FRAME 66 HAS CORROSION AROUND FASTENER HOLES TOP AND BOTTOM. INSTALLED DOUBLER ON FLOOR SUPPORT AT OUT OF LIMIT AREA PER SRM 53-10-15. (M)									
5320 AALA	59081 639	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		3/6/98 AALA980447
TUL - NR 7 FLOOR SUPPORT CORRODED AT FRAME 13. INSTALLED STRAP ON FLOOR SUPPORT PER AARD 53-20-00-2. (M)									
5320 AALA	59081 639	AIRBUS A300B4605R				SUPPORT	CORRODED R1 DOORWAY		3/4/98 AALA980448
TUL - FLOOR BOARD SUPPORT CORRODED AT FORWARD GIRT BAR PAD R-1 DOOR. REMOVED AND REPLACD PART FLOOR BOARD SUPPORT. (M)									
5720 AALA	14053 420	AIRBUS A300B4605R				BRACKET A5351094120000	CORRODED RT WING		12/11/97 AALA980329
TUL - SWITCH BRACKET A5351094120000 CORRODED IN KRUEGER WELL. REMOVED CORRODED BRACKET AND INSTALLED NEW SWITCH BRACKET PER A360 SRM 51-72-10. (X)									
7314 AALA	70074 517	AIRBUS A300B4605R	GE CF680C2A5			GASKET	DETERIORATED NR 2 ENGINE		2/27/98 AALA980491
*****	LHR - FLT 105 - AIRCRAFT MADE AN UNSCHEDULED LANDING AT BOS DUE TO CREW NOTING RIGHT INNER, FUEL TANK QUANTITY FLUCTUATION. UPON LANDING BOS, AIRCRAFT BEHIND US ON TAXIWAY REPORTED 'FUEL POURING FROM NR 2 ENGINE' PULLED NR 2 FIRE HANDLE AND FIRED AGENT 1. TROUBLESHOT NR 2 ENGINE FUEL SYSTEM. FOUND FUEL PUMP INLET HOSE GASKET DETERIORATED. REPLACED GASKET PERFORMED MAINTENANCE CHECKS IAW MM. CHECKS NORMAL. NO DEFECTS NOTED. OK FOR SERVICE, NO LEAKS NOTED. REPLACED RT ENGINE NR 1 AND NR 2 FIRE BOTTLES PER MM. ACCOMPLISHED REQUIRED CHECKS OK. RESAFETIED RT ENGINE FIRE HANDLE. (M)								

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2611 UALA	409UA 462	AIRBUS A320232	IAE V2527A5			SMOKE DET CONTRL RAI280M0706	MALFUNCTIONED CARGO COMPT	536	12/31/97 97UAL900899
RECEIVED INTERMITTENT FORWARD CARGO PIT SMOKE ALARM. DISCHARGED AGENT 1 BOTTLE INTO FORWARD PIT. DIVERTED TO LAS UNDER AMBER ALERT. FOUND NO SMOKE OR FIRE IN CARGO PIT. *S/D* NORMAL DISCHARGE NOTED. CONFIRMED NO INDICATIONS OF FIRE OR SMOKE. NO LIVESTOCK OR FRUIT CARRIED IN PIT. FWD CARGO SMOKE WARNING, SMOKE DETECTOR CONTROL UNIT REPLACED. SMOKE DETECTOR CONTROL UNIT SENT TO VENDOR FOR ANALYSIS.									
2752 P9RA	EITLJ 257	AIRBUS A320231			LUCAS	ACTUATOR 791A000007	BINDING TE FLAPS	16262	2/21/98 98ZZZX1420
FLAP SYSTEM FAULT - ON INBOUND TRIP TO ZIH FROM DTW RECYCLED FLAPS ACCORDING TO ECAM PROCEDURE. EXECUTED NO FLAPS LANDING. RESET WING TIP BRAKES, SLATS AND FLAPS. CHECKED SYSTEM, OPERATION OK. FLAP AND SLATS EXTENDED AND RETRACTED NORMALLY. (FLAP ROTARY ACTUATOR CHANGED . OTW FOUND TORQUE LIMITER POPPED).									
2910 UALA	411UA 464	AIRBUS A320232	IAE V2527A5			HYD FLUID	LOSS GREEN HYD SYST		2/20/98 98UAL900081
CREW REPORTS, LOSS OF GREEN HYDRAULIC SYSTEM FLUID QUANTITY WITH ASSOCIATED ECAM MESSAGE RSVR LO AIR PRESSURE.									
2910 UALA	411UA 464	AIRBUS A320232	IAE V2527A5			HYD FLUID	LOSS GREEN HYD SYST		2/21/98 98UAL900082
AFTER DEPARTURE CREW REPORTS INDICATED LOSS OF GREEN HYDRAULIC SYSTEM FLUID QUANTITY WITHOUT ASSOCIATED ECAM MESSAGE. TWO HOURS LATER ECAM RSVR LO AIR PRESSURE MESSAGE RECEIVED AND FLT DIVERTED FOR PRECAUTIONARY LANDING.									
3220 UALA	441UA 751	AIRBUS A320232	IAE V2527A5			TORQUE LINKS	DISCONNECTED NLG		1/8/98 98UAL900005
NLG TORQUE LINKS DISCONNECTED UPON LANDING. NLG TIRES ROTATED 180 DEGREES DURING A SLOW LEFT TURN FOLLOWING LANDING ROLL-OUT.									
3232 UALA	414UA 472	AIRBUS A320232	IAE V2527A5			ACTUATOR	MALFUNCTIONED NLG DOOR		12/11/97 97UAL900868
SHORTLY AFTER GEAR EXTENTION ON APPROACH FOR LANDING, ECAM INDICATED LGCIU 1 AND 2 FAULT. GEAR INDICATION WAS DOWN AND LOCKED. LANDING UNEVENTFUL. *S/D* CFDS REPORTED BOTH NOSE GEAR DOOR CLOSED SENSOR TARGETS (30GA AND 31GA) OUT OF POSITION. REPLACED NOSE GEAR DOOR UPLOCK AND ACTUATOR. DOOR ACTUATOR TESTED OK IN SHOP. NOSE GEAR DOOR UPLOCK IS STILL AT THE VENDOR UNDERGOING EXAMINATION AND REPAIR.									
3350 NWAA	344NW 388	AIRBUS A320212				POWER SUPPLY 321454	DISCHARGED CABIN	13211 6345	4/3/98 9805843244
TEST OF EMERGENCY LIGHT SYSTEM REVEALED EMERGENCY POWER SUPPLY 13WL INOPERATIVE. MAINTENANCE REPLACED POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 UALA	413UA 470	AIRBUS A320232	IAE V2527A5			BATTERY	DISCHARGED CABIN		12/11/97 97UAL900869
RIGHT OVERWING EMERGENCY LIGHT INOP. REPLACED BATTERY AND POWER SUPPLY.									
3350 UALA	417UA 483	AIRBUS A320232	IAE V2527A5			LIGHT	INOPERATIVE CABIN		1/2/98 98UAL900002
EEL LIGHT INOP AT 12C. REPLACE LIGHT ASSEMBLY.									
3411 UALA	419UA 487	AIRBUS A320232	IAE V2527A5			PITOT PROBE 5062010	BLOCKED FWD FUSELAGE		12/23/97 97UAL900902
INDICATED AIRSPEED FLUCTUATED +/- 100 KNOTS DURING DESCENT BETWEEN FL240AND FL230. AUTOPILOT DISENGAGED AND AIRCRAFT REVERTED TO ALTERNATE LAW. PITOT PROBE PARTIAL BLOCKAGE. BOTH PITOT PROBES REPLACED AND AIR DATA SYSTEM CHECKED. AIRBUS TECHNICAL FOLLOW-UP (TFU) 34.10.00.001 INDICATES THE POTENTIAL FOR ENVIRONMENTAL CONDITIONS THAT MAY EXCEED THE CERTIFICATION BASIS OF PITOT PROBE (P/N 50620-10). REDESIGNED PROBES (P/N C16195AA) HAVE REPLACED THE OLD INVENTORY AND ARE BEING INSTALLED ON AIRBUS AIRCRAFT ON AN ATTRITION BASIS.									

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5270 UALA	440UA 702	AIRBUS A320232	IAE V2527A5			CONNECTOR	LOOSE CARGO DOOR		12/8/97 97UAL900861
FORWARD CARGO DOOR LIGHT ILLUMINATED AFTER TAKEOFF, ACCOMPLISHED CHECK LIST AND RETURNED TO LAX , MADE OVERWEIGHT LANDING. *S/D* FALSE WARNING INDICATION OCCURRED DUE TO LOOSE CONNECTION FOR CARGO DOOR PROXIMITY SWITCH. MAINTENANCE PERSONNEL SECURED THE LOOSE CONNECTOR, CYCLED DOOR SEVERAL TIMES AND ALL INDICATIONS RETURNED TO NORMAL. NO OTHER DEFECTS NOTED.									
2540 A6WA	615AW E3141	BAG BAE146300A				TRIM	CORRODED LAVATORY		9/1/97 98ZZZM383
FORWARD LAV INSIDE DIVIDER WALL, METAL LOWER TRIM PIECE CORRODED 6-8 INCHES LONG. REPLACED CORRODED TRIM PIECE ON FWD LAV DIVIDER WALL. (M)									
3418 A6WA	615AW E3141	BAG BAE146300A				STALL TRIGGER	ELONGATED LEFT		9/1/97 98ZZZM381
LEFT STALL TRIGGER INBOARD SCREW HOLES ELONGATED. REPAIRED IAW BAE FAX FEF DJR/RJ0699-97 AND JM/RJ0247-97. (M)									
5260 A6WA	615AW E3141	BAG BAE146300A				STEPS	CORRODED AFT AIRSTAIRS		8/29/97 98ZZZM373
AFT AIRSTAIRS HAS 1ST, 3RD, AND 4TH STEPS FROM BOTTOM CORRODED. REMOVED AND REPLACED CORRODED STEPS. (M)									
5311 A6WA	616AW E3145	BAG BAE146300A				FRAME	CRACKED FUSELAGE		11/18/97 98ZZZM366
LEFT SIDE OF STRUCTURE AFT OF FRAME 50 HAS A FRAME ABOVE THE UPPER HINGE BLADE FOR SPEED BRAKE THAT HAS A CRACK ACROSS THE 3RD RIVET HOLE DOWN ON OUTER FLANGE THAT ATTACHES TO SKIN. VERIFIED WITH EDDY CURRENT. REPLACED LEFT UPPER WEB DIAPHRAM. (M)									
5320 A6WA	615AW E3141	BAG BAE146300A				ANGLE	LOOSE FUSELAGE		9/1/97 98ZZZM384
FRAME 26 AFT SIDE LEFT AND RT FLOOR SUPPORT ANGLE OUTBOARD RIVETS SHEARED. REPLACED RIVETS. (M)									
5320 A6WA	616AW E3145	BAG BAE146300A				WEB	CRACKED FUSELAGE		11/18/97 98ZZZM364
RT SIDE OF STRUCTURE AFT OF FRAME NR 50 HAS A WEB THAT RUNS VERTICALLY FROM THE REAR FLANGE OF FRAME NR 50 DOWN TO THE LOWER BLADE OF THE SPEED BRAKE HINGE THAT HAS A SMALL CRACK ACROSS THE UPPER TOP RIVET HOLE AT OUTER FLANGE. CRACK VERIFIED WITH EDDY CURRENT AND PENETRANT INSPE P/N OF FR IS HC539J0027-001. REPAIRED WEB, DIAPHRAM IAW BAE SRM 51-71-11. (M)									
5320 A6WA	616AW E3145	BAG BAE146300A				GUSSET	CRACKED FUSELAGE		11/4/97 98ZZZM371
SUB FRAME AFT OF FRAME 50 LOWER OUTBOARD LEFT CORNER GUSSET PLATE CRACKED. REPLACED GUSSET PLATE. (M)									
5320 A6WA	616AW E3145	BAG BAE146300A				SILL	CORRODED PAX DOOR		10/30/97 98ZZZM370
AFT PASSENGER DOOR SILL PLATE CORRODED. REPLACED SILL PLATES AFT PASS DOOR. (M)									
5400 A6WA	616AW E3145	BAG BAE146300A				RIB	CRACKED NR 4 PYLON		11/3/97 98ZZZM368
IN PYLON NR 4 RIB NR 5 IS CRACKED IN THE LOWER FLANGE RADIUS NEAR THE PYLON CENTERLINE. VIEW THROUGH ACCESS PANEL NR 482CL, .250 INCH LONG. REF RIL HC546H9018 .25 INCH CRACK REPORTED RIB 5 NR 4 PYLON MAY REMAIN IN SERVICE GENERATED W/C FOR REINSPECTION. (M)									
5720 A6WA	615AW E3141	BAG BAE146300A				JOBOLTS	DAMAGED RT WING RIB		9/2/97 98ZZZM376
PERFORM RIL HC571H9033 RT WING RIB 2 INBOARD. INSTALLED JOBOLTS TO INSIDE PORTION OF RIB 2 RT SIDE. INSTALLED JOBOLTS TO INSIDE PORTION OR RIB 2 RT SIDE. (M)									

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5720 A6WA	615AW E3141	BAG BAE146300A				JOBOLTS	DAMAGED RT WING RIB	9/2/97	98ZZZM377
PERFORM RIL HC571H9033 RT WING RIB 0. INSTALLED JOBOLTS TO RIB 0 RT SIDE. (M)									
5720 A6WA	615AW E3141	BAG BAE146300A				JOBOLTS	DAMAGED LT WING RIB	9/2/97	98ZZZM378
PERFORM RIL HC571H9033 LT WING RIB 0. REMOVED AND REPLACED JO-BOLT FASTENERS AT LEFT SIDE RIB 0 IAW HC571H9033. SEE W/C 82103/75 FOR REPORT AND SIZES USED. (M)									
5720 A6WA	615AW E3141	BAG BAE146300A				FAIRING	CRACKED LT WING TIP	9/2/97	98ZZZM379
LEFT WING TIP FAIRING AT RIB 20 FALSE RIB IS CRACKED. REPAIRED IAW BAE SRM 51-71-11 FIG 2. (M)									
5720 A6WA	615AW E3141	BAG BAE146300A				JOBOLTS	DAMAGED RT WING RIB	9/2/97	98ZZZM375
PERFORM RIL HC571H9033 RT WING RIB 2 OUTBOARD. INSTALLED JOBOLTS TO OUTBOARD RIB 2 RIGHT WING PER RIL HC571H9033. (M)									
5720 A6WA	616AW E3145	BAG BAE146300A				STIFFENER	CRACKED RT WING	11/19/97	98ZZZM365
RT WING TOP TE SKIN STIFFENER CRACKED AT FWD END AT RIB NR 9, JUST INBOARD OF RIB 9. REPAIRED CRACKED STIFFENER IAW FAX NR'S JM/RJ0317/97 AND NR JM/RJO317/97 AND NR JM/RJO818-97. (M)									
5720 A6WA	616AW E3145	BAG BAE146300A				JOBOLTS	DAMAGED LT WING RIB	11/5/97	98ZZZM367
PERFORM RIL HC571H9033 LT RIB 2 OUTBOARD. PERFORMED RIL HC571H9033 TO LEFT RIB 2 OUTBOARD (WING TANK) SIDE. REPLACEMENT OF JOBOLTS WITH MRL FASTENERS. (M)									
5720 A6WA	616AW E3145	BAG BAE146300A				STIFFENER	CRACKED LT WING	11/19/97	98ZZZM369
LT WING, TRAILING EDGE AND SHROUD UPPER SKIN STIFFENER IS CRACKED AT FORWARD END IN AREA BETWEEN WING RIBS 7 AND 8. REPAIRED STIFFENER REF FAX JM/RJ0818-97. (M)									
5720 A6WA	616AW E3145	BAG BAE146300A				STIFFENER	CRACKED RT WING	11/19/97	98ZZZM372
RT WING TOP TE SKIN STIFFENER CRACKED AT FWD END BETWEEN RIBS 8/9, JUST OUTBOARD OF RIB 8. REPAIRED CRACKED STIFFENER IAW FAX NR'S JM/RJO317/97 AND NR JM/RJO818-97. (M)									
5730 A6WA	615AW E3141	BAG BAE146300A				PANEL	CHAFFED LT WING	9/1/97	98ZZZM382
LEFT LEADING EDGE PANEL CHAFED AT TOP INBOARD ATTACHMENT PANEL 464AT, INBOARD ATTACHMENT STRINGER CHAFED, PANEL CHAFED .045 INCH, STRIP CHAFED .035 INCH. REPLACED CHAFED STRIP. REPAIRED PANEL PER BAE FAX REF DJR/RJ0715-97. (M)									
5730 A6WA	615AW E3141	BAG BAE146300A				PANEL	CHAFFED WING	9/1/97	98ZZZM380
PANEL 474AT IS CHAFFED AT INBOARD LOWER CORNER, ABOVE NR 3 PYLON. REPAIRED CHAFED PANEL IAW BAE FAX REF DJR/RJ0715-97. (M)									
7110 A6WA	615AW E3141	BAG BAE146300A				COWL	CRACKED NR 3 ENGINE	9/3/97	98ZZZM374
NR 3 ENGINE SHOULDER COWL SMALL CRACK FWD OF SCAVENGE HYDRALINE FITTING. CRACK IS APPROX .25 INCH LONG AROUND A SPOT WELD. REPAIRED IAW SRM AND DS/W/TS/28402/97 BAE FAX, NR 3 SHOULDER COWL CRACK. (M)									

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2161 SABA	966AE 966	BAG JETSTM3201				TEMP CONTROL 7252C000	FAILED COCKPIT		3/10/98 SABA980018
RDU - FLT 5187 - ON FLIGHT FROM RDU/CHS, AIRCREW TURNED ON RT FLOW PACK AND SMOKE AND A BURNING SMELL WAS NOTED. EMERGENCY PROCEDURES WERE FOLLOWED AND IN-FLIGHT EMERGENCY DECLARED. AIRCRAFT RETURNED TO RDU AND LANDED WITH NO PROBLEMS. MAINTENANCE DEPLOYED FROM CLT/RDU AND FOUND RT AUTOTEMP CONTROLLER BAD, TEMP CONTROLLER DEFERRED TO MSL NR 03059802C. AIRCRAFT WAS RESTRICTED TO LT FLOW PACK ONLY. AIRCRAFT WAS REPOSITIONED TO CLT FOR MAINTENANCE. (X)									
2611 VTZA	481UE 895	BAG JETSTM3201				CONNECTOR	DIRTY BAGG COMPT		1/8/98 VTZA98012
FLT 6254 - AIB-IAD - DURING DESCENT, AIRCRAFT MADE A SCHEDULED LANDING WITH ONE DISCREPANCY WHICH WAS POD SMOKE DETECTION WARNING LIGHT ILLUMINATED. AIRCRAFT WENT TO GATE AND WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED SMOKE DETECTOR CANNON PLUG, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3040 VTZA	496UE 900	BAG JETSTM3201				HEAT CONTROLLER 327310	MISWIRED RT WINDSHIELD		1/30/98 VTZA98057
IAD/ALB - FLT 6258 - DURING CRUISE AT 1837 HOURS ON 1-30-98, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO FO'S WINDSCREEN HEAT WENT TO WARM-UP AFTER TAKEOFF. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND SWAPPED LEADS TO ALTERNATE HEAT SENSOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (X)									
3422 REXA	317PX 688	BAG JETSTM3101				DIRECTIONAL GYRO 258719343	INOP NR 1		3/16/98 REXA98071
NR 1 COMPASS INOP DURING TAXI. REMOVED AND REPLACED NR 1 DIRECTIONAL GYRO. OPS CHECK GOOD. (M)									
6113 RAIA	434AM 887	BAG JETSTM3201				O-RING 664005300	WORN LT SPINNER	12952	3/5/98 RAIA980303
FLT 7486 - STL - LEFT PROPELLER SPINNER WOBBLES IN FLT. MAINTENANCE INSPECTED AND REPLACED LEFT PROPELLER SPINNER O-RING. (M)									
7200 SABA	928AE 928	BAG JETSTM3201	GARRTT TPE3311			ENGINE 310440001	FLAMED OUT RIGHT		2/4/98 SABA980012
LEX - FLT 5167 - ON FLT FROM LEX TO CLT, AT LEX, THE AIRPORT AUTHORITY WAS BLOWING AND SCRAPPING DOWN RUNWAYS/TAXI AND RAMP AREA. THERE WAS 12 INCHES OF ACCUMULATED SNOW AND SNOW BANKS, FROM 12 INCHES TO 4 FEET. AIRCREW BOARDED PASSENGERS AND GOT DE-ICED. THE AIRCRAFT THEN PROCEEDED TO FOLLOW A SNOW PLOW TO HELP CLEAR THE WAY TO THE TAXI WAY. THE RIGHT ENGINE FLAMED OUT. AIRCRAFT WENT BACK TO RAMP. AIRCREW MADE A GROUND ENGINE RUN, WITH NO PROBLEMS NOTED. THE AIRCRAFT THEN HAD A FERRY FLIGHT TO CLT WITH NO PROBLEMS NOTED. MAINTENANCE AT CLT PERFORMED A POST FLAME OUT INSPECTION, NO DEFECTS WERE NOTED. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
7310 RAIA	423AM 858	BAG JETSTM3201	GARRTT TPE33112UA			LINE 1379305A73	KINKED RT ENGINE	14432	2/11/98 RAIA980210
FLT 7456 - STL - RIGHT FUEL LOW PRESSURE CAPTION ILLUMINATED ON TAKEOFF ROLL. MAINTENANCE REPLACED LEFT FUEL SUPPLY LINE. (M)									
7320 VTZA	482UE 897	BAG JETSTM3201	GARRTT TPE3311			FCU 89778025	OUT OF ADJUST LT ENGINE		2/25/98 VTZA98093
FLT 6468 - IAD-BWI - AIRCRAFT ABORTED TAKEOFF DUE TO TORQUE FLUCTUATION ON LT AND RT ENGINES. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND ADJUSTED X-SCREW ON LT FCU AND NO FLUX DEFECTS NOTED ON RT ENGINE DURING GROUND RUN, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7320 VTZA	489UE 908	BAG JETSTM3201	GARRTT TPE3311			FCU 89778025	OUT OF ADJUST LT ENGINE		2/18/98 VTZA98076
FLT 6348 - IAD-GSO - AIRCRAFT ABORTED TAKEOFF DUE TO LEFT RPM 103 PERCENT AT 80 KNOTS. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND ADJUSTED X-SCREW ON FCU, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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7332 RAIA	423AM 858	BAG JETSTM3201	GARRTT TPE33112UA			SWITCH 1103P0645	FAILED RT ENGINE		2/24/98 RAIA980216
FLT 7437 - CMI - RIGHT ENGINE FUEL PRESSURE CAPTION ILLUMINATED ON TAKEOFF ROLL. MAINTENANCE REPLACED RIGHT ENGINE FUEL PRESSURE SWITCH. (M)									
7332 RAIA	425AM 870	BAG JETSTM3201	GARRTT TPE33112UA			LAMP CM6839	FAILED LEFT	500	2/11/98 RAIA980211
FLT 7440 - STL - LEFT FUEL LOW PRESSURE CAPTION ILLUMINATED ON TAKEOFF ROLL. MAINTENANCE REPLACED BULBS IN LEFT FUEL CAPTION. (M)									
7603 WTAA	431UE 813	BAG JETSTM3101				SPEED LEVER 1379079E409	OUT OF ADJUST LT ENGINE		3/11/98 WTAA980045
SMF - LEFT ENGINE SPEED LEVER DOES NOT HOLD POSITION WITH FRICTION LOCK APPLIED DURING TAKEOFF ROLL. TAKEOFF ABORTED. AIRCRAFT FERRIED TO FAT FOR REPAIRS. MAINTENANCE CLEANED AND ADJUSTED SPEED LEVER FRICTION LOCK. SYSTEM OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
7712 WTAA	431UE 813	BAG JETSTM3101				TQ INDICATION	DROPPED LT/RT ENGINE		3/4/98 WTAA980042
FAT - LEFT ENGINE TORQUE DROPPED TO 80 PERCENT ON TAKEOFF. TAKEOFF ABORTED. MAINTENANCE PERFORMED TWO POINT RUN OF LEFT AND RIGHT ENGINES. UNABLE TO DUPLICATE DISCREPANCY. AIRCRAFT RETURNED TO SERVICE. (M)									
7712 VTZA	497UE 904	BAG JETSTM3201				TORQUE GAUGE 1246432	FAILED LT ENGINE		2/26/98 VTZA98096
IAD/MKT - FLT 6570 - DURING TAKEOFF AT 1710 HRS ON 2-26-98, AIRCRAFT ABORTED TAKEOFF DUE TO LT TORQUE GAUGE FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED TORQUE GAUGE. AIRCRAFT WAS GROUND RUN, OPS CHECK OK. AIRCRAFT RELEASED AND APPROVED FOR RETURN TO SERVICE. (X)									
7712 VTZA	497UE 904	BAG JETSTM3201				TORQUE GAUGE	FAILED LT ENGINE		2/2/98 VTZA98042
IAD/ROA - FLT 6591 - DURING TAXI AT 1645 HOURS ON 2-2-98, AIRCRAFT RETURNED TO GATE DUE TO LT TORQUE GAUGE FAILED. MAINTENANCE INSPECTED AND SWITCHED TO NR 2 BRIDGE ON THE LT TORQUE SIGNAL CONDITIONER. AIRCRAFT GROUND RUN, OPS CHECK OK. AIRCRAFT RELEASED AND APPROVED FOR RETURN TO SERVICE. (X)									
2120 C2XA	87551 UE206	BEECH 1900D				AIR DISTRIBUTION	ODOR COCKPIT		3/1/98 98ZZZM385
CLE - FLT 3165 - CREW REPORTED A VERY STRONG BURNING SMELL/SULPHUR SMELL IMMEDIATELY AFTER GEAR UP, AIRCRAFT RETURNED TO FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED AIRCRAFT, ALSO OPERATIONAL CHECKS WERE PERFORMED WITH ENGINES RUNNING AT DIFFERENT POWER SETTINGS AND ENVIROMENTALS ON USING DIFFERENT SETTINGS AND LOADS WITH NO DEFECTS NOTED ON ANY SYSTEM. AIRCRAFT RELEASED FOR SERVICE. (M)									
3233 JJBA	853CA UE56	BEECH 1900D				ACTUATOR 11438004115	LEAKING RT MLG		2/25/98 98ZZZM390
LANDING GEAR FAILED TO EXTEND IN NORMAL MODE. (M)									
5270 MASA	190YV UE190	BEECH 1900D				WARNING LIGHT	MALFUNCTIONED PASSENGER DOOR		3/3/98 MASA98046
MBS/PIT - FLT 5989 - EN ROUTE FROM SAGINAW TO PIT, PILOT REPORTED THE PASSENGER DOOR ANNUNCIATOR ILLUMINATED. CREW DECLARED AN EMERGENCY AND DIVERTED TO DTW. THE DOOR WAS INSPECTED TO ENSURE IT WAS PROPERLY CLOSED AND LOCKED. MAINTENANCE ACTION WAS DEFERRED ON THE ANNUNCIATOR PER MEL 52-01. AIRCRAFT RETURNED TO SERVICE. ACFT TT HOURS: 3,766. ACFT TT CYCLES: 8,359. (X)									
7250 C2XA	81536 UE152	BEECH 1900D	PWA PT6A67D			TURBINE	DAMAGED RT ENGINE		3/15/98 C2XA98CL028
CLE - DURING A SCHEDULED INSPECTION, THE RIGHT ENGINE WAS FOUND TO HAVE A BLADE TIP MISSING ON THE 2ND STAGE POWER TURBINE. MAINTENANCE REMOVED AND REPLACED THE RIGHT ENGINE IAW CONTINENTAL EXPRESS TASK CARD NR 4272003. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY, AIRCRAFT RELEASED FOR SERVICE. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2370 HEEA	500PH BL29	BEECH 200CBEECH				CVR 9806019001	FAILED COCKPIT	4512	3/26/98 HEEA0013621
CVR WILL NOT TEST IN AIRCRAFT.									
2562 HEEA	500PH BL29	BEECH 200CBEECH				BEACON DK100	FAILED COCKPIT	833	3/26/98 HEEA0013622
REMOVED WITH CVR S/N 288 FOR WILL NOT TEST IN AIRCRAFT.									
3421 HEEA	789DS BB478	BEECH 200BEECH				GYRO 23501069			3/26/98 HEEA0013569
GYRO SLOW TO ERECT.									
3424 HEEA	789DS BB478	BEECH 200BEECH				INDICATOR 9551	FAILED COCKPIT		3/26/98 HEEA0013626
TURN & SLIP INDICATOR MAKING EXCESSIVE NOISE.									
3425 HEEA	789DS BB478	BEECH 200BEECH				COURSE INDICATOR 5222638006	DEFECTIVE COCKPIT		3/26/98 HEEA0013589
INDICATOR INTERNAL LIGHT IS INOPERATIVE.									
3451 HEEA	500PH BL29	BEECH 200CBEECH			DME40	RECEIVER 6221233001	FAILED DME		3/26/98 HEEA0013601
DME WILL NOT RECEIVE ON 110 FREQUENCIES.									
7261 ENHA	90PB BB125	BEECH 200BEECH	PWA PT6A41			FILTER HOUSING 3023348	CRACKED ASSORY GEARBOX	2561	12/14/97 98ZZZX1372
PILOT NOTICED OIL PRESSURE DROPPED AFTER 1:30 HOURS INTO FLIGHT. FOUND OIL FILTER HOUSING CRACKED.									
3260	350S FL9	BEECH B300				INDICATOR 3080070843004	FAILED RT MLG	2584	2/25/98 98ZZZX1374
RIGHT MAIN GEAR DID NOT INDICATE DOWN AND LOCKED. PILOT COULD NOT GET INDICATOR OUT OF PANEL TO CHECK FOR BURNED OUT BULB. AN UNEVENTFUL LANDING WAS PERFORMED. WHEN MAINTENANCE REMOVED THE INDICATOR, ONE LOCKING TAB FELL OUT. IT APPEARS AS IF THE LOCKING TAB HAD THE INDICATOR JAMMED. THE INDICATOR ASSEMBLY WAS REPLACED AND NO OTHER PROBLEMS HAVE BEEN SEEN.									
2120 UALA	7284U 21562	BOEING 727222	PWA JT8D15		BOEING 10607042	COOLING VALVE	STUCK E/E COMPT		2/9/98 98UAL900057
AT 24,000 FEET ALTITUDE COULD NOT MAINTAIN PRESSURIZATION. LESS THAN 500 FPM CABIN ALTITUDE CLIMB. DECENDED TO 15,000 FEET AND COULD ONLY MAINTAIN 9,000 FEET CABIN ALTITUDE. *S/D* THE RADIO RACK COOLING VALVE WAS STUCK OPEN. REPLACED VALVE.									
2120 UALA	7443U 21897	BOEING 727222	PWA JT8D15			DUCT 10614465	COLLAPSED BS 773		12/16/97 97UAL900883
NO EQUIPMENT COOLING LIGHT IS ON. CABIN PRESSURE IS GREATER THAN 3.0 PSID. *S/D* EQUIPMENT COOLING EXHAUST FLEX HOSE COLLAPSED AND OBSTRUCTED AIRFLOW. REPLACED HOSE PART NUMBER 10-61446-5 AT STATION 773-546.									
2121 UALA	7460U 21914	BOEING 727222	PWA JT8D15		AIRESEARCH 2075621	FAN	FAILED RT PACK		12/27/97 97UAL900897
CREW REPORTED SMOKE IN CABIN. RIGHT PACK OVERHEATED. FOUND RIGHT PACK GROUND COOLING FAN INOPERATIVE. *S/D* REPLACED RIGHT PACK GROUND COOLING FAN DUE TO BEING INOPERATIVE.									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2130 C8GA	357KP 20675	BOEING 727230				PRESSURIZATION	MALFUNCTIONED CABIN	3/21/98	C8GA982102
FLT CCI104 - DAY/TPA - AT FL330, A/C PRESSURIZATION (CABIN) BEGAN TO CLIMB. UPON DESCENT TO 10,000 FT MSL, THE CABIN WAS RE-PRESSURIZED AT APPROXIMATELY 17,000 FT MSL BY RECYCLING THE BLEED SW'S. PSI DIFF WAS 8.5. DIVERTED TO CAE FOR PRECAUTION. C/W MM 21-31-0. OPERATION PRESSURIZATION SYSTEM CARRIED OUT IAW MM 21-31-0. SYSTEM CHECKS GOOD. (M)									
2210 AALA	708AA 22465	BOEING 727223				COUPLER 2588880901	DEFECTIVE TAIL	1/18/98	AALA980157
***** MIA - FLT 1017 - ON TAKEOFF MIA EXPERIENCED RUDDER PROBLEMS, INTERMITTENT YAW IN FLIGHT. DECLARED EMERGENCY AND RETURNED TO MAI. LANDED MIA WITHOUT INCIDENT. REPLACED UPPER AND LOWER YAW DAMPER COUPLERS. ACCOMPLISHED ALL REQUIRED TESTS PER MM. ACCOMPLISHED LMP TESTS WITH NORMAL RESULTS. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2420 UALA	7467U 21921	BOEING 727222	PWA JT8D15			ESSENTIAL POWER	LOSS NR 3 ENGINE	11/18/97	97UAL900833
ABORTED TAKEOFF AT 88 KNOTS DUE TO LOSS OF ESSENTIAL POWER. NR 3 ENGINE OIL TEMPERATURE GAUGE DEAD. OIL PRESSURE 25 PSI ON TAXI-IN. PRECAUTIONARY SHUT DOWN OF NR 3 ENGINE. *S/D* INSPECTED MAIN OIL SCREEN AND CSD MAGNETIC PLUG. NO METAL FOUND. ACCOMPLISHED VISUAL CHECK OF ENGINE AND NO DEFECTS NOTED. ACCOMPLISHED TAKEOFF POWER RUN OF ALL ENGINES, ALL PARAMETERS NORMAL. NO ELECTRICAL PROBLEMS FOUND.									
2530 UALA	7278U 21425	BOEING 727222	PWA JT8D15			GALLEY	SMOKING CABIN	2/22/98	98UAL900085
FLIGHT ATTENDANT REPORTED, WHITE SMOKE FROM FORWARD GALLEY. GALLEY POWER SECURED. DIVERTED TO SAV.									
2564 K3HA	354PA 20624	BOEING 727225				LIFE RAFT 4600107	LOW PRESSURE CABIN	4/4/98	K3HA980047
RIGHT HAND OVERWING LIFE RAFT LOW BOTTLE CHARGE. REMOVED AND REPLACED LIFE RAFT IAW MM 25-60-0.									
2613 AALA	6822 19700	BOEING 727223				ELEMENT 04A35548004255	DEFECTIVE NR 1 ENGINE	1/12/98	AALA980122
MIA - FLT 1746 - AFTER TAKEOFF MIA DURING CLIMB-OUT, NR 1 STRUT OVERHEAT LIGHT ILLUMINATED. AIRCRAFT AIR INTERRUPTED MIA AND LANDED WITHOUT INCIDENT. REPLACED NR 1 ENGINE STRUT OVERHEAT DETECTION ELEMENT. NR 1 STRUT OVERHEAT DETECTION TESTS OK. NO LEAKS FOUND IN STRUT AREA AND NO OVERHEAT WARNING ON ENGINE RUN. SYSTEM LEAK AND GROUND CHECKED NORMAL OPERATION. (M)									
2750 UALA	7257U 21404	BOEING 727222	PWA JT8D15			RETRACT MECH	MALFUNCTIONED TE FLAPS	2/21/98	98UAL900089
USING ALTERNATE SYSTEM, OUTBOARD FLAPS WOULD NOT EXCEED BEYOND 30 DEGREES, THEN WOULD NOT RETRACT LESS THAN 5 DEGREES. RETURNED TO PAI.									
2751 AALA	878AA 21390	BOEING 727223				ACTUATOR ABB2042B	DEFECTIVE LT TE FLAP	1/13/98	AALA980124
ORD - FLT 1920 - AFTER TAKEOFF DURING CLIMB, FLAPS WERE RETRACTED AND A AMBER LEADING EDGE FLAP LGIHT ILLUMINATED ALONG WITH AN AMBER NR 7 SLAT LIGHT ILLUMINATED. FLAPS WERE RETURNED TO 2 DEGREES AND RESELECTED TO 0 DEGREES, LEADING EDGE FLAP AMBER LIGHT ALONG WITH A GREEN EXTENDED LIGHT ILLUMINATED ON TEST PANEL. ALTERNATE CHECKLIST WAS FOLLOWED. AIRCRAFT LANDED ORD WITHOUT INCIDENT WITH NORMAL FLAP CONFIGURATION. REPLACED NR 7 SLAT ACTUATOR. OPS CHECK NORMAL. SYSTEM LEAKED AND GROUND CHECKED NORMAL OPERATION. (M)									
2780 UALA	7261U 21408	BOEING 727222	PWA JT8D15			RETRACT MECH	MALFUNCTIONED LE SLAT	12/2/97	97UAL900852
NUMBER 5 LEADING EDGE SLAT WOULD NOT RETRACT AFTER TAKEOFF. RETURNED TO TUL. *S/D* INSPECTED SWITCH AND WIRING AND NO DEFECTS WERE FOUND. CYCLED SLATS FOUR TIMES AND OPERATION NORMAL. NO SUBSEQUENT REPORTS.									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2780 AALA	721AA 20729	BOEING 727227				RETRACT MECH	REQ'D SERVICE RT LE SLAT		2/7/98 AALA980278
MCI - FLT 1675 - AFTER TAKEOFF MCI, FLAPS WERE RETRACTED AND NR 7 FLAP DID NOT RETRACT. AIRCRAFT RETURNED TO MCI AND LANDED WITHOUT INCIDENT. MAINTENANCE SERVICED SYSTEM AND CYCLED FLAPS SEVERAL TIMES WITH NORMAL OPERATION. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2781 FDEA	494FE 21532	BOEING 727227				SWITCH 106081918	FAILED NR 3 LE FLAP		3/31/98 98FDEA00225
98-0080 CDG - AFTER TAKEOFF DURING FLAP RETRACTION TO 0 HAD FAILURE NR 3 LED FAILED TO RETRACT. PERFORMED APPROPRIATE CHECK LIST WITH NO RESOLUTION OF PROBLEM. DUMPED FUEL TO MAXIMUM LAND WEIGHT. NORMAL LANDING AT CDG. INSTALLED JUMPER CABLE ON NR 3 LEADING EDGE FLAP POSITION SWITCH AS PER MAINTENANCE MANUAL 27-82-0. OPERATION OF FLAPS AND SLATS PERFORMED, ALL INDICATION NORMAL. NR 3 LEADING EDGE FLAP POSITION INDICATION SWITCH REPLACED PER MAINTENANCE MANUAL 27-82-1 ADJUSTMENT AND TEST PER SAME. ALL INDICATIONS NORMAL.									
2782 CALA	15774 21242	BOEING 727227				ANGLE	CRACKED NR 2 SLAT ACT		4/2/98 CALA9800622
INSPECTION FOUND A 1.5 INCH CRACK IN INBOARD SUPPORT ANGLE AT UPPER SURFACE OF COVER BELOW LT WING NR 2 SLAT ACTUATOR. THE ANGLE WAS REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-40-3.									
2782 DHLA	724DH 19862	BOEING 727228				BRACKET	CRACKED NR 1 LE SLAT ACT		2/6/98 DHL9872457C
AT C-CHECK, NR 1 SLAT ACTUATOR, I/B AND O/B MOUNT BRACKETS AT FRONT SPAR ARE CRACKED AT ATTACH POINTS. REMOVED CRACKED PARTS, FABRICATED REPAIR PARTS AND INSTALLED PER S/B 57-0130 AND INSTALLED REPAIR DOUBLERS PER S/B 4 X 8 AND 16 X 12. N/R 1072.									
2782 DHLA	724DH 19862	BOEING 727228				BRACKET	CRACKED NR 6 LE FLAP ACT		2/5/98 DHL9872452C
AT C-CHECK, RT NR 6 L/E FLAP ACTUATOR MOUNT BRACKET LOWER I/B AREA CRACKED AT WS 304. INSTALLED FABRICATED ANGLE BRACKET PER SRM 51-40-3, 6 X 6. N/R 2310.									
2820 UALA	7255U 21402	BOEING 727222	PWA JT8D15			VALVE 405744	MALFUNCTIONED NR 3 FUEL TANK		11/30/97 97UAL900849
UNWANTED FUEL TRANSFER FROM NR 2 TANK TO NR 3 TANK. *S/D* REPLACED THE NR 3 TANK FUEL MANIFOLD VALVE.									
2820 UALA	7446U 21900	BOEING 727222	PWA JT8D15			ELBOW 69186128	BROKEN FUEL TANK		2/13/98 98UAL900065
FUEL TANK NR 3 BURNS FUEL WHILE IN ALL CONFIGURATIONS DURING CLIMB. NR 3 TANK WAS FULL AND BURNED DOWN ABOUT 700 LBS AND THEN STOPPED. *S/D* THE VENT ELBOW IN THE TANK WAS FOUND BROKEN. REPLACED ELBOW.									
2822 AALA	712AA 22468	BOEING 727223				BOOST PUMP 2580005	DEFECTIVE NR 1		1/28/98 AALA980227
MIA - FLT 489 - DURING CRUISE, NR 1 FWD BOOST PUMP CIRCUIT BREAKER TRIPPED. NR 1 AFT BOOST PUMP WAS ON MEL, FLIGHT CREW DECIDED TO RETURN TO MIA. AIRCRAFT LANDED MIA WITHOUT FURTHER INCIDENT. REPLACED FWD AND AFT FUEL BOOST PUMPS PER MM PROCEDURES. SYSTEM LEAK AND OPERATED NORMALLY WITHOUT POPPING CIRCUIT BREAKERS. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2822 AALA	712AA 22468	BOEING 727223				SWITCH 8905K935	DEFECTIVE COCKPIT		1/22/98 AALA980199
BNA - FLT 2017 - DURING TAKEOFF, NR 2 FUEL TANK LEFT AFT BOOST PUMP CIRCUIT BREAKER POPPED. NO RESET ATTEMPTED. AIRCRAFT RETURNED TO BNA AND LANDED WITHOUT INCIDENT. REPLACED LEFT AFT BOOST PUMP SWITCH. DEFUELED, REFUELED AND SUMPED ALL FUEL TANKS. GROUND RUNUP CHECK OF FUEL SYSTEMS CHECKED NORMAL OPERATION. (M)									
2910 UALA	7290U 21568	BOEING 727222	PWA JT8D15			HYD SYST	MALFUNCTIONED A-HYD SYST		12/13/97 97UAL900875
IN CRUISE HYD SYSTEM-A QUANTITY .2 GALLONS, EXTENDED GEAR AND QTY CAME UP TO 1.0 GAL. EXTENDED FLAPS WITH ALTERNATE FLAP MOTOR AND QTY CAME UP TO 1.8 GAL, PRESSURE GOOD. AT NO TIME WAS ALL A-SYSTEM HYD FLUID LOST. LANDED UNDER AMBER ALERT AND WAS TOWED TO GATE.									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2910 UALA	7449U 21903	BOEING 727222	PWA JT8D15			O-RING NAS1611217	DAMAGED NR 14 SPOILER		12/24/97 97UAL900891
HYDRAULIC SYSTEM-A FLUID WENT TO ZERO IN FLIGHT. LANDED UNDER AMBER ALERT IN DEN. TOWED TO GATE. *S/D* REPLACED DAMAGED 'O' RING IN THE FILTER BOWL PACKING ON NR 14 SPOILER.									
2910 EB1R	69739 20667	BOEING 727224				VALVE AV16B1350	FAILED HYDRAULIC SOV		3/10/98 98ZZZX1362
AIRFCRAFT UNDERGOING 4B CHECK, HYDRAULIC SHUT-OFF VALVE TO NR 2 ENGINE WOULD NOT OPERATE. WHEN NR 2 ENGINE FIRE PULL T-HANDLE WAS PULLED, THE CIRCUIT BREAKER FOR THE HYDRAULIC SHUT-OFF VALVE TRIPPED. TROUBLESHOOTING REVEALED THE VALVE WAS STUCK IN THE OPEN POSITION. THE RED FLAG INDICATOR COULD NOT BE MOVED. REMOVED AND REPLACED SHUT-OFF VALVE.									
2913 AALA	848AA 20989	BOEING 727223				PUMP MPEV305610A	DEFECTIVE 'B' HYD SYSTEM		2/6/98 AALA980267
JFK - FLT 1195 - AFTER TAKEOFF JFK, HYDRAULIC SYSTEM 'B' INDICATED A QUANTITY LOSS. AIRCRAFT AIR INTERRUPTED AND RETURNED TO JFK AND LANDED WITHOUT FURTHER INCIDENT. FOUND SYSTEM 'B' ELECTRIC PUMP LEAKING FROM SHAFT. REPLACED PUMP, CHANGED FILTERS AND SERVICED SYSTEM. SYSTEM GROUND AND LEAKED CHECKED NORMAL OPERATION. (M)									
2932 SCNA	290SC 20764	BOEING 7272J4				PRESS SENSOR ST7R	INOPERATIVE A-HYD SYSTEM		4/1/98 SCNA98028
ON TAKEOFF ROLL, A-SYSTEM HYDRAULICS PRESSURE LOW CIRCUIT BREAKER POPPED, TAKEOFF ABORTED AT 80 KNOTS. REMOVED AND REPLACED A-SYSTEM PRESSURE TRANSMITTER IN ACCORDANCE WITH MAINTENANCE MANUAL 293101. FUNCTIONAL AND LEAK CHECKS GOOD.									
3030 NWAA	204US 22544	BOEING 727251				HEATER	INOPERATIVE LT STATIC PORT		3/19/98 9806012204
AT FL350, THE LEFT STATIC PORT HEATER INDICATION LIGHT ILLUMINATED. RESET CIRCUIT BREAKER, NO HELP. AIRCRAFT DIVERTED TO CLE AND LANDED WITHOUT INCIDENT. REPLACED THE LEFT STATIC PORT HEATER, OPERATIONAL CHECK OK.									
3230 UALA	7456U 21910	BOEING 727222	PWA JT8D15			UPLOCK	ICED UP MLG		12/10/97 97UAL900866
TAXIED THROUGH SLUSH, AFTER TAKEOFF LEFT AND RIGHT LANDING GEAR DOORS LIGHT CAME ON. RECYCLED 5 TIMES WITH NO HELP. WHEN GEAR LEVER MOVED FROM UP TO OFF BOTH MAIN GEAR FELL DOWN WITH GREEN LIGHTS. RETURNED TO DEN. *S/D* JACKED AIRCRAFT AND ACTUATED GEAR STOPPING IN THE OFF POSITION FOR 1 MINUTE EACH TIME. GEAR CYCLED NORMALLY. NO EVIDENCE OF ICE WAS FOUND WHEN AIRPLANE WAS BROUGHT TO HANGER. NO FURTHER DISCREPANCIES SINCE THIS INCIDENT.									
3230 AALA	6823 19701	BOEING 727223				UNIT AAP2448A	DEFECTIVE E/E COMPT		1/24/98 AALA980212
DFW - FLT 885 - DURING TAKEOFF ATL-DFW WHEN LANDING GEAR RETRACTED, GEAR DID NOT RETRACT. OVERRIDE TRIGGER WAS USED AND GEAR RETRACTED NORMALLY. ABNORMAL PROCEDURES FOLLOWED FOR ENTIRE FLIGHT AND AIRCRAFT LANDED DFW WITHOUT INCIDENT. REPLACED LANDING GEAR ASSY UNIT. ACCOMPLISHED LANDING GEAR RETRACTION CHECK WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3234 FDEA	116FE 19298	BOEING 72725C				SOLENOID	FAILED GEAR HANDLE		4/6/98 98FDEA00251
LANDING GEAR HANDLE FAILED TO GO UP BEYOND OFF POSITION. COMPLETED LANDING GEAR LEVER LATCH FAIL TO RELEASE CHECK LIST THROUGH STEP 7. DETERMINE LEVER LATCH SOLENOID IS INOPERATIVE. REMOVED AND REPLACED MAIN LANDING GEAR SAFETY SWITCH PER MAINTENANCE MANUAL 32-09-211, NO HELP. REMOVED AND REPLACED LANDING GEAR HANDLE LOCK SOLENOID PER MAINTENANCE MANUAL 32-31-12 PAGE 401-403, OPERATIONAL CHECKS GOOD.									
3250 UALA	7442U 21896	BOEING 727222	PWA JT8D15		MESSIER DOW 1U10652	STEERING	FAILED NLG		11/30/97 97UAL900847
DURING TAXI LOST NOSE STEERING. BOTH A-PUMP LOW PRESSURE LIGHTS ILLUMINATED AND QUANTITY WENT TO ZERO. RETURNED TO BLOCKS. *S/D* FOUND RUDDER HYDRAULIC COMPENSATOR DAMAGED. REPLACED UNIT.									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3251 IU6R		BOEING 727232			651781411	BARREL ASSY 651796120	PITTED NLG STEERING		3/9/98 98ZZZX1366
NOSE LANDING GEAR STEERING ACTUATOR BEYOND REWORK LIMITS DUE TO HEAVY PITTING.									
3251 IU6R		BOEING 727232			651781411	BARREL ASSY 651796120	PITTED NLG STEERING		3/9/98 98ZZZX1367
NOSE LANDING GEAR STEERING ACTUATOR BEYOND REWORK LIMITS DUE TO HEAVY PITTING.									
3251 IU6R		BOEING 727232			671781411	BARREL ASSY 651796120	PITTED NLG STEERING		3/9/98 98ZZZX1368
NOSE LANDING GEAR STEERING ACTUATOR BEYOND REWORK LIMITS DUE TO HEAVY PITTING.									
3260 UALA	7265U 21412	BOEING 727222	PWA JT8D15			LIGHT 3181001601	BROKEN NLG		11/14/97 97UAL900826
NOSE GEAR GREEN LIGHT IS ILLUMINATED WITH THE GEAR UP AND IN THE OFF POSITION. RED WARNING LIGHT DID COME ON DURING THE RETRACTION OF THE GEAR. RETURNED TO DEN. *S/D* FOUND BROKEN LAMP BASE LODGED IN THE LIGHT BASE. REMOVED THE BROKEN PARTS AND REPAIRED UNIT. ACCOMPLISHED NOSE GEAR SWING.									
3260 AALA	872AA 21384	BOEING 727223				SWITCH 2314143	DEFECTIVE LT MLG DOOR		3/7/98 AALA980459
MIA - FLT 617 - AFTER TAKEOFF, THE LANDING GEAR WAS RETRACTED AND THE MAIN LEFT GEAR DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT AIR INTERRUPTED AND RETURNED TO MIA AND LANDED WITHOUT FURTHER INCIDENT. REPLACE LEFT MAIN LANDING GEAR DOOR LIMIT SWITCH AND CYCLED GEAR SEVERAL TIME WITH NORMAL OPERATION. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3260 AALA	889AA 21527	BOEING 727223				SENSOR 106122629	DEFECTIVE RT MLG		1/20/98 AALA980183
MIA - FLT 1193 - AFTER GEAR RETRACTION, THE RIGHT GEAR RED AND GREEN LIGHT ILLUMINATED. AIRCRAFT RETURNED TO MIA AND LANDED WITHOUT INCIDENT. REPLACED RIGHT MAIN GEAR DOWNLOCK SENSOR. PERFORMED GEAR RETRACTION WITH NO DEFECTS. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3260 DALA	481DA 20861	BOEING 727232				ACCESSORY UNIT 656021132	FAILED LANDING GEAR		3/28/98 DL72K980675
WHEN GEAR HANDLE SELECTED DOWN GEAR LIGHTS DID NOT ILLUM. GEAR HANDLE WAS SELECTED UP BUT WOULD NOT GO PAST OFF. POM ABNML PROCEDURE WAS C/W. FOUND LEVER LATCH CB POPPED. RESET CB GEAR, LIGHTS ILLUMINATED, GEAR WAS VISUALLY CONFIRMED DOWN. FOUND LEVER LATCH C/B POPPED. FOUND LDG GEAR ACCY UNIT WITH HEAVY ELECT SMELL. REPLACED LDG ACCY UNIT. REPLACED LEVER LATCH C/B. REPLACED R92 LDG SAFETY RELAY. PERFORMED GEAR SWING PER MM. PERFORMED LDG GEAR ELECT MODULE ADJ TEST PER MM. ALL CHKS NML. RESTORED A/C TO NML.									
3260 NWAA	275US 21154	BOEING 727251				ACCESSORY UNIT 656021132	MALFUNCTIONED E/E COMPT	22376 1972	3/24/98 9805942275
DURING GEAR RETRACTION, THE NOSE GEAR INDICATION DID NOT MATCH OPERATION OF NOSE GEAR. RECYCLED GEAR WITH SAME RESULTS. AIRCRAFT RETURNED TO MEM AND LANDED WITHOUT INCIDENT. REPLACED NOSE GEAR LOCK SWITCH AND LANDING GEAR ACCESSORY UNIT. PERFORMED GEAR SWING AND OPERATIONAL CHECK.									
3310 DALA	536DA 22049	BOEING 727232				INDICATOR	SHORTED COCKPIT		3/27/98 DL72S980673
AT FL 310 HAD STRONG ELECT SMELL LIKE PLASTIC BURNING. INDICATOR LTS MASTER SECT 1 C/B POPPED. ODOR SLOWLY SUBSIDED, FOUND COCKPIT INDICATOR SHORTING TO GROUND. REPOSITIONED TERMINALS, CKS OK.									
3320 UALA	7259U 21406	BOEING 727222	PWA JT8D15			BALLAST 61482	SMOKING RT COCKPIT		12/3/97 97UAL900854
ON TAXI OUT, FLUORESCENT LIGHTS ON FORWARD PANEL AND SECOND OFFICERS PANEL WENT OUT. SHORTLY AFTER STRONG ODOR WITH SMOKE APPEARED IN THE COCKPIT. RETURNED TO GATE. *S/D* REPLACED M354 BALLAST DUE TO OOOZING.									

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3350 UALA	7262U 21409	BOEING 727222	PWA JT8D15			RELAY 10604503	FAILED COCKPIT		12/18/97 97UAL900886
CABIN EMERGENCY LIGHTS ILLUMINATED DURING FLIGHT. WENT OUT WHEN EMERGENCY EXT POWER FAILURE CIRCUIT BREAKER RESET. FLOOR LEVEL EMERGENCY EXIT SIGNS STILL ILLUMINATED. EMERGENCY ESCAPE PATH LIGHTING BETWEEN ROWS 23 TO 28 STILL ILLUMINATED. *S/D* REPLACED THE POWER FAILURE RELAY DUE TO FAILURE.									
3350 UALA	7449U 21903	BOEING 727222	PWA JT8D15			BATTERY S106	DISCHARGED CABIN		3/28/98 98UAL900128
AIRSTAIR EMERGENCY LIGHT INOPERATIVE. *S/D* REPLACED BATTERY.									
3350 UALA	7454U 21908	BOEING 727222	PWA JT8D15			LIGHT	MALFUNCTIONED CABIN		12/8/97 97UAL900862
EMERGENCY EXIT LIGHTS AT AIRSTAIR DOOR WILL NOT ILLUMINATE WHEN CONDUCTING EMERGENCY LIGHT TEST. *S/D* REPLACED BATTERY DUE TO BEING DISCHARGED.									
3350 UALA	7456U 21910	BOEING 727222	PWA JT8D15			LAMP 1315	FAILED FUSELAGE		3/17/98 98UAL900117
EMERGENCY EXIT LIGHT ON LEFT FUSELAGE AFT OF WING IS INOPERATIVE. RELAMPED.									
3350 K3HA	361KP 20627	BOEING 727225				BATTERY PACK 387	DISCHARGED CABIN		3/30/98 K3HA980042
R-2 EMERGENCY EXIT DOOR EMERGENCY LIGHT INOP. REMOVED AND REPLACED BATTERY PACK FOR R-2 EMERGENCY DOOR. OPS CHECK GOOD PER MM 33-50-71.									
3350 K3HA	361KP 20627	BOEING 727225				LAMP 900835A	FAILED CABIN		3/30/98 K3HA980043
LEFT OVERWING AFT EXIT DOOR EMERGENCY LIGHT INOP. RELAMPED FIXED EXIT LIGHT. OPS CHECK OK.									
3350 K3HA	8881Z 21578	BOEING 727225				BATTERY 37069001	DISCHARGED CABIN		3/1/98 K3HA980021
EMERGENCY LIGHT AFT VENTRAL STAIRS INOP. INSTALLED NEW BATTERY'S (P/N 370069-001) (S/N NOV-59), OPS CHECK OK.									
3350 K3HA	8881Z 21578	BOEING 727225				LENSE 079123	MISSING CABIN		3/30/98 K3HA980045
EMERGENCY PATH LIGHT AND LENSE MISSING REF MM 33-50. INSTALLED SERVICEABLE LENSE AND BULB P/N 30711, OPS CHECK GOOD.									
3350 K3HA	8881Z 21578	BOEING 727225				BATTERY 37067001	DISCHARGED CABIN		4/4/98 K3HA980046
ON POST FLIGHT, FOUND OVERHEAD EMERGENCY LIGHT DIM. REMOVED AND REPLACED BATTERY'S, OPS CHECK OK REF MM 33-50-77.									
3350 K3HA	8883Z 21580	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		3/30/98 K3HA980044
LEFT WING EMERGENCY LIGHT AFT OUT EMERGENCY EXIT. REMOVED AND REPLACED BATTERY PACK REF MM 33-50-71.									
3350 NWAA	820EA 22557	BOEING 727225				BATTERY	DISCHARGED CABIN		4/4/98 9805872710
DURING PREFLIGHT, FOUND CENTER MID CABIN EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY AND POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 AMTA	783AT 22000	BOEING 727227				BATTERY PACK	DISCHARGED CABIN		2/21/98 98ZZZM405
ROW 1 TO 10 EGRESS LIGHTS OUT. REMOVED AND REPLACED BATTERY PACK. (M)									

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3350 AMTA	783AT 22000	BOEING 727227				LIGHT	INOPERATIVE CABIN		1/7/98 98ZZZM406
DURING PREFLIGHT, THE EGRESS LIGHT WAS FOUND INOP, AT ROW 28 ABC. REPAIRED BY REPLACING EGRESS LIGHT HOLDER.									
3350 AMTA	767AT 22001	BOEING 727227				LIGHT	MISSING CABIN		2/5/98 98ZZZM409
DURING P/F FOUND THE FORWARD EMERGENCY CEILING AREA LIGHT MISSING (NEAR ROW 11). REPLACED MISSING AREA LIGHT AS REQUIRED, OPS CHECKED NORMAL. (M)									
3350 AMTA	773AT 22004	BOEING 727227				BATTERY PACK	DISCHARGED CABIN		2/7/98 98ZZZM410
DURING P/F FOUND THE EMERGENCY EXIT LIGHT ON AFT CARGO DOOR INOP. REPLACED BATTERY PACK FOR EMERGENCY LIGHT ON AFT CARGO DOOR. (M)									
3350 AMTA	773AT 22004	BOEING 727227				BATTERY	DISCHARGED CABIN		2/18/98 98ZZZM414
RIGHT AFT SERVICE DOOR EMERGENCY EXIT LIGHT INOP. REMOVED AND REPLACED BATTERY. (M)									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		3/27/98 RAAA98B2020
PAX ROW 17 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 TWAA	54351 21983	BOEING 727231				LIGHT 1102837	INOPERATIVE AIRSTAIR		3/14/98 TWAA9803703
MCO - DURING OVERNIGHT MAINTENANCE, THE VENTRAL AFT AIRSTAIR EMERGENCY LIGHT WAS FOUND INOPERATIVE. PLACARDED INOPERATIVE PER MEL. AT THE NEXT STATION THE LIGHT ASSEMBLY WAS REPLACED. CHECK-C 10-31-97. (M)									
3350 TWAA	84355 21987	BOEING 727231				BATTERY PACK 6104781	DISCHARGED CABIN		3/19/98 TWAA9804102
STL - DURING OVERNIGHT MAINTENANCE, FOUND THE EMERGENCY SLIDE LIGHTS INOPERATIVE AT THE L2 AND R2 DOORS. REPLACED THE BATTERY PACK. (M)									
3350 DALA	471DA 20748	BOEING 727232			900835A	BATTERY	DISCHARGED BS 950		4/2/98 DL72K980722
CARGO DOOR EMERGENCY LIGHT BATTERY PACK FAILED ON TEST. REPLACED BATTERY PACK.									
3350 DALA	497DA 21077	BOEING 727232			900835A	BATTERY PACK	DISCHARGED CABIN		1/3/98 DL72S980728
LEFT OVERWING EMERGENCY LIGHT WAS INOP. FOUND THAT BATTERY PACK WAS DEAD. REPLACED BATTERY PACK WITH NEW, OPS NML.									
3350 NWAA	284US 21323	BOEING 727251				BATTERY	DISCHARGED CABIN		4/3/98 9805852284
DURING PREFLIGHT, FOUND LEFT FORWARD EXTERIOR EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY AND CHARGER, OPERATIONAL CHECK OK.									
3350 AMTA	765AT 23014	BOEING 727264				LIGHT	INOPERATIVE CABIN		1/4/98 98ZZZM407
IND - DURING PRE-FLIGHT, THE AFT ENTRY FOR AIRSTAIR EGRESS LIGHT IS INOP. REMOVED AND REPLACED LIGHT ASSY AND OPS CHECK NORMAL. (M)									
3350 AMTA	774AT 21510	BOEING 727290				WIRING	LOOSE CABIN		2/17/98 98ZZZM413
DURING P/F, FOUND EGRESS TRACK LIGHTING BETWEEN R2-L2 DOORS TORN UP, PIGTAILS RIPPED FROM SPLICES. REMOVED AND REPLACED TRACK AND REPLACED PIGTAIL, EGRESS LIGHTS, OPS CHECKED NORMAL. (M)									

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3350 AMTA	760AT 21954	BOEING 7272B7				FUSE	BLOWN CABIN		2/18/98 98ZZZM412
DURING P/F FOUND MULTIPLE FLOOR AISLE LIGHTS INOP, FORWARD SECTION EGRESS. REMOVED AND REPLACED FUSE IN FORWARD EGRESS POWER PACK, OPS CHECKED OK PER MM. (M)									
3350 AMTA	762AT 22162	BOEING 7272B7				BATTERY PACK	DISCHARGED CABIN		2/13/98 98ZZZM411
DURING P/F FOUND LEFT FORWARD EMERGENCY EGRESS LIGHT INOP (EXTERIOR). REMOVED AND REPLACED BATTERY PACK. (M)									
3350 NWAA	719RC 22490	BOEING 7272S7				POWER SUPPLY	INOPERATIVE CABIN		4/5/98 9805862715
DURING PREFLIGHT, FOUND FIRST CLASS EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY H9930, OPERATIONAL CHECK OK.									
3510 UALA	7256U 21403	BOEING 727222	PWA JT8D15			OXY REGULATOR	DEFECTIVE COCKPIT		12/16/97 97UAL900882
CREW OXYGEN BOTTLE INDICATION ZERO. DIVERTED TO MSP. *S/D* REPLACED FAULTY REGULATOR AND CHECKED OPERATION.									
3610 UALA	7273U 21420	BOEING 727222	PWA JT8D15			PNEUMATIC SYST	MALFUNCTIONED APU		12/14/97 97UAL900874
DUCT PRESSURE DROPPED FROM 32 TO 6 PSI ON APU START. NO ROTATION. APU PNEUMATIC SYSTEM INOPERATIVE. *S/D* APU OPERATED NORMALLY WITH NO PNEUMATIC PROBLEMS.									
3610 UALA	7275U 21422	BOEING 727222	PWA JT8D15			CLAMP BACC100U500ABE	LOOSE NR 1 ENGINE		12/11/97 97UAL900884
ENGINE NR 1 OVERHEAT LIGHT ILLUMINATED ON CLIMBOUT. *S/D* SECURED LOOSE CLAMP ON HIGH PRESSURE MODULATING VALVE.									
3610 AALA	702AA 22460	BOEING 727223				CLAMP	DEFECTIVE NR 3 ENGINE		1/16/98 AALA980156
DFW - FLT 919 - AFTER TAKEOFF DFW NR 3 STRUT OVERHEAT LIGHT ILLUMINATED. ACCOMPLISHED EMERGENCY CHECKLIST, RETARDED THROTTLE AND LIGHT EXTINGUISHED. DUMPED FUEL AND RETURNED TO LAND DFW WITHOUT INCIDENT. REMOVED AND REPLACED BOTH CLAMPS. RAN NR 3 ENGINE, NO LEAKS NOTED. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3610 AALA	702AA 22460	BOEING 727223				DUCT 65234941	RUPTURED NR 3 ENGINE		1/15/98 AALA980125
DFW - FLT 271 - AFTER TAKEOFF TUL DURING CLIMB-OUT, NR 3 STRUT OVERHEAT LIGHT ILLUMINATED. BLEED AIR SWITCH CLOSED AND THROTTLE RETARDED TO IDLE PER EMERGENCY PROCEDURES. AIRCRAFT CONTINUED TO DFW AND LANDED WITHOUT INCIDENT. REPLACED RUPTURED DUCT AND ACCOMPLISHED REQUIRED CHECKS PER MM. SYSTEM LEAK AND GROUND CHECKED NORMAL OPERATION. (M)									
3610 FDEA	462FE 22550	BOEING 727225				CLAMP	INOPERATIVE NR 3 ENGINE		4/2/98 98FDEA00229
ON CLIMBOUT WITH AIRCRAFT CLEAN AND CLIMB POWER SET AT APPROXIMATELY 7,000 FEET THE ENGINE NR 3 STRUT OVERHEAT LIGHT ILLUMINATED. COMPLIED WITH RED TAB PROCEDURE AND LIGHT WENT OUT AND STAYED OUT FOR REMAINING 30 MINUTE OF FLIGHT. FOUND 6TH STAGE DUCT LEAKING AT CLAMP DOWNSTREAM OF CHECK VALVE. REMOVED AND REPLACED CLAMP, OPERATIONAL AND LEAK CHECK GOOD.									
3610 FDEA	462FE 22550	BOEING 727225				CLAMP	LOOSE NR 3 ENGINE		4/3/98 98FDEA00234
ON CLIMBOUT PASSING APPROXIMATELY FLIGHT LEVEL 270, ENGINE NR 3 STRUT OVERHEAT LIGHT CAME ON. LIGHT WENT OUT WHEN NR 3 POWER LEVER PULLED TO IDLE. RESTORED POWER AND LIGHT DID NOT COME BACK ON. FOUND ONE CLAMP LEAKING AT CHECK VALVE GOING TO AIR CLEANER. REPOSITIONED CLAMP AND TIGHTENED UP LEAK CHECKED GOOD. NOT IN LOG BOOK BUT LEAK AT CLAMP GOING TO PERCOOLER, NOT AIR CLEANER ON 8TH STAGE BLEED AIR LINE.									

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3610 FDEA	462FE 22550	BOEING 727225				VALVE	LEAKING NR 3 ENGINE		4/4/98 98FDEA00235
ON CLIMBOUT, ENGINE NR 3 STRUT OVERHEAT LIGHT CAME ON. COMPLETION OF RED TABS EXTINGUISHED LIGHT. OPERATED NR 3 ENGINE WITH NO FURTHER ILLUMINATION OF LIGHT. NR 3 BLEED AND NR 2 PACK TURNED OFF AND LEFT OFF PER RED TABS. REMOVED PYLON PANELS 5501-5502 FROM RIGHT SIDE FOUND 8TH STAGE BLEED CHECK VALVE LEAKING DOWN STEAM SIDE OF VALVE. INSTALLED 2 NEW GASKETS IN BLEED CHECK VALVE LEAK CHECKS GOOD RAN NR 3 ENGINE PER JET RUN HANDBOOK OPERATIONAL CHECKS GOOD.									
3840 UALA	7452U 21906	BOEING 727222	PWA JT8D15			CIRCUIT BREAKER	TRIPPED POTABLE WATER		2/25/98 98UAL900090
CREW REPORTED AN ELECTRICAL ODOR. POTABLE WATER AIR COMPRESSOR CIRCUIT BREAKER POPPED AND WOULD NOT RESET.									
4920 UALA	7280U 21558	BOEING 727222	PWA JT8D15			TURBINE 3806791	DETERIORATED APU		12/3/97 97UAL900855
WITH APU RUNNING RIGHT GEAR WELL FILLS WITH SMOKE. WHEN APU LOADED WITH PACKS CABIN HAS BURNING SMELL. *S/D* FOUND EXTENSIVE WEAR OUT, 1ST STAGE DIFFUSER CORRODED, ERODED AND COKED. EROSION ON TURBINE WHEEL, SHROUD, NOZZLES AND NOZZLE SUPPORT. TURBINE WHEEL BEARING SLEEVE BURNT. C1 - C2 AND CROSSOVER DUCTS HAD HEAVY BUILD UP. TURBINE WHEEL BLADE TIPS ERODED OFF 365 DEGREES. ALL NOZZLE GUIDE VANES BURNT/ERODED. HEAVY COKING THROUGHOUT. PERFORMED HEAVY MAINTENANCE.									
4920 UALA	7282U 21560	BOEING 727222	PWA JT8D15			BEARING B11	FAILED APU		11/14/97 97UAL900830
ON TAXI-IN WITH APU RUNNING CABIN FILLED WITH SMOKE. *S/D* APU FRONT BEARING FAILURE. RELACED APU.									
5210 UALA	7457U 21911	BOEING 727222	PWA JT8D15			DOOR MECH	NOT LATCHED L1 DOOR		10/14/97 97UAL900771
ABORTED TAKEOFF AT 115 KNOTS DUE TO DOOR 1L WARNING LIGHT. *S/D* DOOR WAS FOUND TO BE FALSE LATCHED. OPERATIONALLY CHECKED GOOD. NO FURTHER ACTION REQUIRED.									
5230 DHLA	724DH 19862	BOEING 727228				FRAME	CRACKED CARGO DOOR		2/20/98 DHL9872467C
AT C-CHECK, C-3 CARGO DOOR HAS CRACK IN LOWER FORWARD FRAME. STOP DRILLED CRACK, PERFORM HFEC, ACCOMPLISHED REPAIR PER AVITAS EO 98PMSI191D-2. N/R 4049.									
5270 UALA	7284U 21562	BOEING 727222	PWA JT8D15			WARNING LIGHT	ILLUMINATED CARGO DOOR		2/21/98 98UAL900088
ABORTED TAKEOFF AT 70 KNOTS DUE TO FORWARD CARGO DOOR LIGHT CAME ON. RETURNED TO GATE.									
5311 CALA	15774 21242	BOEING 727227				FRAME	CRACKED BS 1049		4/2/98 CALA9800623
INSPECTION FOUND A 2 INCH CRACK IN FLOOR SUPPORT FRAME IN AFT BAGGAGE BIN AT STA 1049, SRTINGER 27R. THE FLOOR SUPPORT FRAME WAS REMOVED, AN INTERCOSTAL WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									
5311 FDEA	483FE 21465	BOEING 727227				FRAME	DENTED BS 490		4/2/98 98FDEA00239
AFT LWR CARGO BELL FRAME DENTED AND BENT AT BS 490 BETWEEN STR 25 AND 26L. FABRICATED AND INSTALLED DOUBLER PER SRM 53-10-4.									
5311 FDEA	483FE 21465	BOEING 727227				FRAME	DENTED BS 680		3/30/98 98FDEA00236
FWD CARGO BS 680, STR 23L FRAME HAS DAMAGED (DENT). INSTALLED 7075-T6 DOUBLER (15 INCHES) IN FWD CARGO BS 680, STR 23L FRAME PER SRM 53-10-4.									

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5311 DHLA	724DH 19862	BOEING 727228				FRAME	CRACKED BS 1030		2/6/98 DHL9872418C
AT C-CHECK, LEFT SIDE AFT BAGGAGE COMPT STA 1030 ABOVE STRINGER 26 FRAME CRACKED. CUT OUT DAMAGED AREA, INSTALLED DOUBLER REPAIR PER SRM 53-10-4, 10 X 5. N/R 3626.									
5311 DHLA	724DH 19862	BOEING 727228				FRAME	CRACKED BS 1070		2/7/98 DHL9872426C
AT C-CHECK, CIRCUMFERENTIAL CRACKED AT BS 1070 STR 27L, TOP FLANGE. CUT OUT DAMAGED SECTION AND INSTALLED DOUBLER REPAIR PER SRM 53-10-4, DOUBLER 6 X 11. N/R 3650.									
5311 TWAA	64339 20844	BOEING 727231				FRAME	BENT BS 1030		5/6/97 TWAA9803816
MCI - DURING OP 17 MAINTENANCE CHECK, THE FORMER RING AT STATION 1030 STRINGER 25L WAS FOUND BENT. REPAIRED THE FRAME AS PER SSRM 53-60-202 PARA B, SPLICED FRAME REPAIR. (M)									
5311 DALA	521DA 21472	BOEING 727232				FRAME	CRACKED BS 930		3/25/98 DL72S980727
AT HMV, FOUND FS 930 LT SIDE FRAME IS CRACKED 10 INCH BELOW CABIN WINDOW. FABRICATED NEW PARTS SRM 53-10-4, PAINTED/INSTLD COMPLETED PER SAME.									
5311 FDEA	222FE 20933	BOEING 727233				FRAME	DENTED BS 520		3/27/98 98FDEA00240
UPPER LOBE, BELTFRAME AT BS 520, RBL 65 DENTED OUT OF LIMITS. REMOVED DAMAGE AT BELTFRAME BS 520, RBL 65 AND INSTALLED DOUBLER AS PER SRM 51-40-3 PG 1-6 AND EA 7531028295.									
5311 FDEA	222FE 20933	BOEING 727233				FRAME	DENTED BS 500		3/27/98 98FDEA00241
UPPER LOBE BELTFRAME AT BS 500, RBL 65 DENTED OUT OF LIMITS PER EA 7531028295. REMOVED DAMAGE AT BELTFRAME BS 500, RBL 65 AND INSTALLED DOUBLER PER SRM 51-40-3 PG 1-6 AND EA 7531028295.									
5311 FDEA	222FE 20933	BOEING 727233				FRAME	DENTED BS 540		4/2/98 98FDEA00243
UPPER LOBE BS 540, RBL 65, BELL FRAME DENTED. REMOVED DAMAGED AREA OF BELL FRAME. INSTALLED DOUBLER PER EA 7531028295 AND SRM 53-40-30.									
5311 FDEA	222FE 20933	BOEING 727233				FRAME	DENTED BS 600		4/2/98 98FDEA00244
UPPER LOBE, BS 600, RBL 65 BELL FRAME DENTED. REMOVED DAMAGED AREA OF BELL FRAME. INSTALLED DOUBLER PER EA 7531028295 AND SRM 53-40-3.									
5311 FDEA	222FE 20933	BOEING 727233				FRAME	DENTED BS 580		4/2/98 98FDEA00245
UPPER LOBE BS 580, RBL 65 BELL FRAME DENTED. REMOVED DAMAGED AREA OF BELL FRAME. INSTALLED DOUBLER PER EA 7531028295 AND SRM 53-40-3.									
5312 DHLA	724DH 19862	BOEING 727228				BULKHEAD	CRACKED BS 1183		2/5/98 DHL9872446C
AT C-CHECK, 1183 BULKHEAD RT FWD SIDE WL 237.1 I/B AND O/B SIDES OF VERTICAL STIFFENER CRACKED 37 RIGHT OF CENTER. STOP DRILL, HFEC, INSTALLED REPAIR PER S/B 53-0192, AND SRM 51-30-2. N/R 3499.									
5312 TWAA	24343 21630	BOEING 727231				BULKHEAD BEAM	CRACKED BS 1183		1/31/97 TWAA9804002
MCI - DURING C-CHECK MAINTENANCE, THE AFT PRESSURE BULKHEAD FS 1183 BBL08 VERTICAL BEAM WAS CRACKED AT LOWER END. INSTALLED REPAIR ANGLES PER SB 727-53-0175, AND SRM 51-10-01 AND SRM 51-10-02. (M)									

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5313 NWAA	802EA 22433	BOEING 727225				LONGERON	CORRODED BS 950		2/16/98 9805612705
DURING H CHECK, FOUND CORROSION ON STR 29R AT FS 950. REPAIRED PER EA 27-154490.									
5313 NWAA	802EA 22433	BOEING 727225				LONGERON	CORRODED BS 1168		3/3/98 9805602705
DURING H CHECK, FOUND CORROSION ON STR 27L AT FS 1168. REPAIRED PER EA 27-156099.									
5313 FDEA	483FE 21465	BOEING 727227				STRINGER	CORRODED BS 1010		3/30/98 98FDEA00238
BS 1010, STR 27L CORRODED. FABRICATED AND INSTALLED DOUBLER PER SRM 53-10-3 AT BS 1010, STR 27L.									
5313 DHLA	724DH 19862	BOEING 727228				STRINGER	CORRODED BS 950-970		2/7/98 DHL9872414C
AT C-CHECK, CORROSION AT STRINGER 27L, BS 950 TO 970, IN AFT BAG BIN. CUT OUT DAMAGED AREA, INSTALLED NEW STRINGER FROM STA 950 TO 970 PER SRM 53-10-3, 45 LONG. N/R 3673.									
5313 TWAA	54325 20232	BOEING 727231				STRINGER	CORRODED BS 1010-1183		4/8/97 TWAA9803902
MCI - DURING C-CHECK, MAINTENANCE FOUND CORROSION ON STRINGER 30 FROM STATION 1010 TO STATION 1183. REPLACED STRINGER PER SRM 51-10-01. (M)									
5313 TWAA	54327 20234	BOEING 727231				STRINGER	CORRODED BS 350-360		9/12/97 TWAA9804003
MCI - DURING C-CHECK MAINTENANCE, STRINGER 28R WAS CORRODED FS 350 TO FS 360. REMOVED CORROSION PER SRM 51-10-6 AND REPLACED STRINGER PER 51-10-1. (M)									
5313 TWAA	54340 20845	BOEING 727231				STRINGER	CRACKED BS 760		8/16/97 TWAA9803813
MCI - DURING OP 17 MAINTENANCE CHECK, THERE WAS A CRACK INDICATION AT THE TWO FORWARD HOLES STATION 760 STRINGER 18, BOTH 6 AND 12 O'CLOCK POSITION. REPAIRED PER ARA 11406 AND SB 727-57-0112. (M)									
5313 TWAA	54340 20845	BOEING 727231				STRINGER	CRACKED BS 760		8/25/97 TWAA9803815
MCI - DURING C-CHECK MAINTENANCE, CRACKS WERE INDICATED AT THE TWO FORWARD HOELS AT BS 760L STRINGER 18 IND IS AT 6 AND 12 O'CLOCK POS IN HOLES. REPAIRED PER SERVICE BULLETING 727-57-0112 AND ARA 11403. (M)									
5313 TWAA	54344 21631	BOEING 727231				STRINGER	CORRODED BS 930-1010		2/7/97 TWAA9803810
MCI - DURING C-CHECK MAINTENANCE, FOUND STRINGER 29L WITH CORROSION AT STATION 930-1010. REPAIRED AREA PER ARA11603. (M)									
5313 TWAA	54354 21986	BOEING 727231				STRINGER	CORRODED BS 1090-1110		4/6/97 TWAA9803819
MCI - DURING C-CHECK MAINTENANCE CHECK, HEAVY CORROSION WAS FOUND ON STRINGER 29R BETWEEN BS 1090 TO BS 1110. REMOVED AND REPLACED CORRODED ANGLE PER SRM 51-10-1. (M)									
5313 FDEA	145FE 19109	BOEING 72727C				STRINGER 652353523	CORRODED BS 660-740		7/30/97 97FDEA00486
CORROSION (C53-224-02) ON STRINGER 4 RT, BS 660 TO 740. *S/D* REPAIRED STRINGER 4 RT, BS 650 TO 740 IAW FED-EX SRM 53-10-03.									

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5315 AALA	872AA 21384	BOEING 727223				FLOOR BEAM	CORRODED BS 380		1/13/98 AALA980109
TUL - CORROSION ON TOP OF FLOOR BEAM STA 380 RBL 5 - RBL 25. REMOVED CORROSION PER SRM 51-10-6. REPAIRED PER SRM 53-10-8, PAGES 9-A AND 9-B. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5315 NWAA	802EA 22433	BOEING 727225				FLOORBEAM	CORRODED BS 1130		2/26/98 9805622705
DURING H CHECK, FOUND CORROSION ON UPPER CHORD OF FLOORBEAM AT FS 1130, RBL 16-27, WL 208. REPAIRED PER EA 27-154488.									
5315 DHLA	724DH 19862	BOEING 727228				FLOORBEAM	CORRODED BS 600		2/6/98 DHL9872448C
AT C-CHECK, EXFOLIATION CORROSION AT FLOORBEAM UPPER CHORD LEFT END OF FLOORBEAM BS 600. CUT OUT DAMAGED AREA, INSTALLED REPAIR PER PEMCO LETTER 98-0010 1 X 5. N/R 3628.									
5315 CALA	15781 20636	BOEING 727232				FLOORBEAM	CORRODED BS 1130		4/5/98 CALA9800628
INSPECTION FOUND LOWER CHORD OF FLOORBEAM CORRODED AT STA 1130, RBL 0 TO RBL 60. A REPAIR WAS FABRICATED AND INSTALLED IAW ECRA 5310-03707.									
5315 CALA	15781 20636	BOEING 727232				FLOORBEAM	CORRODED BS 1070		4/6/98 CALA9800630
INSPECTION FOUND LOWER CAP OF FLOORBEAM CORRODED AT FS 1070 FROM LBL 39 TO RBL 48. THE LOWER CAP WAS CUT OUT, L-ANGLES, FILLER AND A STRAP WERE FABRICATED AND INSTALLED IAW SRM 53-10-8, FIGURE 8.									
5315 DALA	494DA 21074	BOEING 727232				FLOORBEAM	CORROSION BS 344		3/26/98 DL72S980700
ON UPPER SURFACE OF FLOORBEAM STA 344 FROM LT O/B SEAT TRACK TO DOOR SILL FOUND CORROSION. INSTALLED NEW FLOORBEAM PER SRM 53-10-8 FIG 11.									
5320 FDEA	189FE 19082	BOEING 72722				FORGING 65159752	CORRODED BS 870		4/3/98 98FDEA00231
WHILE WORKING NR0441, FOUND CORROSION ON BS 870 FORGING, RBL 57, WL 168.									
5320 CKSA	729CK 19482	BOEING 727223				SILL	DAMAGED CARGO DOOR		3/31/98 CKSA98205
AIRCRAFT WOULD NOT MAINTAIN PRESSURIZATION AT FL310. CABIN ALTITUDE CONTINUED TO CLIMB 150 TO 300 FPM AT CRUISE. CARGO HEAT OUTFLOW VALVE CLOSED AND CABIN RATE INCREASED TO 1500 FPM UNCONTROLLABLY. AIRCRAFT DESCENDED FROM FL310 TO FL240, CABIN PRESSURE BEGAN TO RESPOND BELOW FL290, FLIGHT CONTINUED AT FL240, PRESSURIZATION CONTROL MANUAL. TRANSFERRED TO DMI LIST NR 88109098 IAW MEL 21-16-1A, PLACARDS INSTALLED. AUTO CONTROL IS WORKING FINE AFTER MAIN CARGO DOOR SILL REPAIR. CLEARED DMI NR 88109098 AUTO PRESSURIZATION PER FLT CREW INFORMATION ON PRESSURIZATION SATISFACTORY.									
5320 AALA	872AA 21384	BOEING 727223				SILL	CORRODED BS 1176		1/13/98 AALA980110
TUL - WEB AND CHORD ANGLE CORRODED 1 INCH IN DIAMETER, AREA BOTTOM SIDE 1176 CHORD ANGLE BL 6, VAULT DOOR LOWER SILL. REMOVED CORROSION PER SRM 51-10-6. INSTALLED DOUBLER IAW SRM 51-40-2. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5320 NWAA	815EA 22552	BOEING 727225				ANGLE	CORRODED CARGO DOORWAY		3/25/98 9805542706
DURING H-CHECK, FOUND CORROSION ON SKIN SUPPORT ANGLE AT THE FORWARD CARGO DOOR AFT JAMB. REPAIRED PER EA 27-156539.									
5320 CALA	15774 21242	BOEING 727227				ANGLE	CORRODED BS 380-420		4/2/98 CALA9800615
INSPECTION FOUND CORROSION ON TOP AND BOTTOM OF CHORD AT FS 380-420, RBL 64. THE CORROSION AND CORRODED SPLICE ANGLE WERE REMOVED. A NEW SPLICE ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-10-1, 51-10-6, AND 51-10-1.									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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5320 CALA	15774 21242	BOEING 727227				DOUBLER	KINKED BS 1263		4/2/98 CALA9800618
INSPECTION FOUND DOUBLER KINKED AND TORQUE BOX WEB CRACKED 1 AT STA 1263R BELOW AIRSTAIR ACTUATOR. THE CRACK WAS STOP DRILLED IAW SRM 51-10-1. THE DOUBLER WAS REMOVED IAW SRM 51-30-2. A NEW DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-10-1, 51-30-2, AND 51-40-2.									
5320 CALA	15774 21242	BOEING 727227				INTERCOSTAL	CRACKED BS 380		4/2/98 CALA9800614
INSPECTION FOUND A .5 INCH CRACK IN INTERCOSTAL AT UPPER FLANGE RIVET, FS 380, LBL 12. THE CRACK WAS STOP DRILLED IAW SRM 51-10-1. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-40-2, 51-10-2, AND 51-30-2.									
5320 CALA	15774 21242	BOEING 727227				ANGLE	CRACKED BS 471		4/2/98 CALA9800613
INSPECTION FOUND A 1 INCH CRACK IN ANGLE AT FS 471, BBL 0. THE ANGLE WAS REMOVED. A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-10-1, 51-10-2, AND 51-40-5.									
5320 CALA	15774 21242	BOEING 727227				ANGLE	CRACKED BS 722		4/2/98 CALA9800612
INSPECTION FOUND A 1 CRACK IN ANGLE AT FS 722, BBL 0. THE ANGLE WAS REMOVED. A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-10-1, 51-10-6, AND 51-40-1.									
5320 CALA	15774 21242	BOEING 727227				WEB	CORRODED BS 1150/1170		4/2/98 CALA9800611
INSPECTION FOUND RT AFT LAV FLOOR WEB CORRODED AT STA 1150 AND 1170. THE CORRODED SECTION OF FLOOR WAS CUT OUT IAW SRM 51-40-2. REPAIRS WERE FABRICATED AND INSTALLED IAW SRM 51-40-2 AND 51-10-2.									
5320 CALA	15774 21242	BOEING 727227				SUPPORT	CORRODED BS 640		4/2/98 CALA9800610
INSPECTION FOUND FLOOR SUPPORT CORRODED UNDER NUT PLATES IN FORWARD CARGO COMPARTMENT AT STA 640, STRINGER 28R. THE CORRODED AREA WAS CUT OUT. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-4-4, 51-10-2, AND 51-30-2.									
5320 CALA	15774 21242	BOEING 727227				FRAME	CRACKED L-2 DOOR		4/7/98 CALA9800638
INSPECTION FOUND A 1 INCH CRACK IN LOWER SIDE CORNER OF L-2 DOOR FRAME UPPER HINGE CUTOUT. THE L-2 DOOR FRAME WAS REPLACED IAW SRM 51-10-1.									
5320 CALA	15774 21242	BOEING 727227				DOOR FRAME	CRACKED C-2 DOOR		4/7/98 CALA9800639
INSPECTION FOUND A 1 INCH CRACK IN FORWARD LOWER EDGE OF C-2 DOOR FRAME. A NEW CORNER WAS INSTALLED ON FORWARD LOWER AREA OF C-2 DOOR IAW SRM 51-30-2 AND 51-10-2.									
5320 DHLA	724DH 19862	BOEING 727228				SIDE RAIL	GOUGED BS 530		2/4/98 DHL9872429C
AT C-CHECK, MAIN CABIN RT SIDE RAIL AT BS 530 IS HEAVILY GOUGED. STOP DRILLED AND INSTALLED DOUBLER REPAIR PER SRM 51-40-2, 4.5 X 2.5. N/R 5039.									
5320 DHLA	724DH 19862	BOEING 727228				TORQUE BOX	CRACKED BS 1318		2/8/98 DHL9872447C
AT C-CHECK, AFT AIRSTAIR WELL, CRACK AT LIGHTENING HOLE RIGHT TORQUE BOX BS 1318. STOP DRILL CRACK, INSTALLED DOUBLER REPAIR PER SRM 51-40-2, 5 X 4. N/R 3679.									
5320 DHLA	724DH 19862	BOEING 727228				CHANNEL	CORRODED BS 1136		2/6/98 DHL9872433C
AT C-CHECK, CABIN INTERIOR STA 1136 WL 208.1 25 LEFT OF CENTER, CHANNEL CORRODED. CUT OUT DAMAGED SECTION, 16 X 16 FROM 1130 TO 1150 LBL 24 AND INSTALLED PER SRM 51-10-2. N/R 5112.									

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5320 DHLA	724DH 19862	BOEING 727228				CHANNEL	BROKEN BS 1150		2/7/98 DHL9872430C
AT C-CHECK, CABIN FLOOR STRUCTURE STA 1150, 25 RBL HAT CHANNEL BROKEN OFF. REPLACED HAT CHANNEL METAL STRAP PER SRM 51-40-2, 11 X 7. N/R 5122.									
5320 DHLA	724DH 19862	BOEING 727228				ANGLE	CRACKED BS 1342		2/6/98 DHL9872427C
AT C-CHECK, AFT AIRSTAIR STA 1342 RIGHT SIDED UNDER HYD VALVE ANGLE BRACKET CRACKED. REMOVED AND REPLACED ANGLE SUPPORT BRACKET PER SRM 51-10-1, 1.25 X 1.25 X 6. N/R 4043.									
5320 DHLA	724DH 19862	BOEING 727228				FRAME	CRACKED NR 2 CARGO DOOR		2/5/98 DHL9872423C
AT C-CHECK, NR 2 CARGO DOOR FRAME CRACKED AT BS 990 FRAME BETWEEN STR 26R AND STR 27R. REMOVED FASTENERS, CUT OUT DAMAGED SECTION AND INSTALLED REPAIR DOUBLER PER S/B 53A0199, 5 X 12. N/R 3458.									
5320 DHLA	724DH 19862	BOEING 727228				FAIRING	CRACKED CARGO DOORWAY		2/5/98 DHL9872422C
AT C-CHECK, AFT CARGO FWD DOOR CUTOUT AFT CENTER AREA FAIRING LOWER CORNER TORN. INSTALLED OVERLAY REPAIR PER SRM 51-40-8. N/R 3468.									
5320 DHLA	724DH 19862	BOEING 727228				RIB	CORRODED LT AC BAY		2/6/98 DHL9872419C
AT C-CHECK, LEFT A/C BAY FWD PANEL SUPPORT RIB CORRODED THROUGH. REPLACED DAMAGED SECTION OF LEFT A/C BAY SUPPORT RIB PER SRM 51-40-3, 2' X 3 X 1. N/R 3575.									
5320 DHLA	724DH 19862	BOEING 727228				SUPPORT	CHANNEL BS 620		2/7/98 DHL9872417C
AT C-CHECK, FWD BAGGAGE COMPARTMENT STA 620 FLOOR LEVEL SUPPORT CHANNEL 6TH FROM LEFT CENTER SKIN CRACKED. STOP DRILLED, INSTALLED DOUBLER REPAIR PER SRM 51-40-2, 4 X 2. N/R 3658.									
5320 DHLA	724DH 19862	BOEING 727228				STOP	CRACKED AFT EMER EXIT		2/5/98 DHL9872449C
AT C-CHECK, LT AFT EMERGENCY EXIT CUTOUT TOP STOP CRACKED. REPLACED STOP PADS PER SRM 51-10-1. N/R 3531.									
5320 DHLA	724DH 19862	BOEING 727228				CHANNEL	CORRODED BS 1136		2/8/98 DHL9872431C
AT C-CHECK, CABIN FLOOR WL 208 STA 1136 ANGLE CHANNEL 25 FROM CENTER RIGHT TO 65 CENTER CORRODED. REMOVED AND REPLACED HAT CHANNEL PER SRM 51-10-1, N/R 5113.									
5320 DHLA	724DH 19862	BOEING 727228				BRACKET	CRACKED BS 740		2/6/98 DHL9872432C
AT C-CHECK, CABIN FLOOR CENTER SEAT TRACK SUPPORT BRACKET CRACKED AT BS 740 BL 0. REPLACED SUPPORT BRACKET PER SRM 51-30-2. N/R 5111.									
5320 DHLA	724DH 19862	BOEING 727228				STOP PAD	CRACKED RT EMER EXIT		2/5/98 DHL9872450C
AT C-CHECK, CABIN RT AFT EMERGENCY EXIT CUTOUT FORWARD BOTTOM STOP CRACKED. REPLACED STOP PAD PER SRM 51-10-1. N/R 3532.									
5320 DHLA	724DH 19862	BOEING 727228				WEB	CRACKED NLG WW		2/10/98 DHL9872460C
AT C-CHECK, PRESSURE WEB CRACK IN NOSE WW LEFT SIDE WALL. CUT OUT DAMAGED AREA, INSTALLED DOUBLER PER S/B 53-0145 AND SRM 51-30-2, 60 X 20. N/R 7821.									

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5320 DHLA	724DH 19862	BOEING 727228				WEB	CRACKED NLG WW		2/10/98 DHL9872461C
AT C-CHECK, PRESSURE WEB CRACK IN NOSE WW. ROUTED OUT CRACK, HFEC, AND INSTALLED DOUBLER PER S/B 53-0145 AND SRM 51-40-2, 18 X 24. N/R 7826.									
5320 DHLA	724DH 19862	BOEING 727228				WEB	CRACKED NLG WW		2/10/98 DHL9872463C
AT C-CHECK, PRESSURE WEB IN NOSE WW LEFT SIDE CRACKED BELOW BELLCRANK. CUT OUT DAMAGED AREA, REMOVED EXISTING DOUBLER, HFEC INSTALLED DOUBLER PER SRM 51-30-2, 60 X 20. N/R 7820.									
5320 DHLA	724DH 19862	BOEING 727228				WEB	CRACKED NLG WW		2/10/98 DHL9872462C
AT C-CHECK, PRESSURE WEB CRACK IN NOSE WW LEFT SIDE WALL JUST BELOW FWD ACCESS PANEL. CUT OUT DAMAGED AREA, INSTALLED DOUBLER REPAIR PER S/B 53-0145, 57 X 15. N/R 7822.									
5320 TWAA	94314 20047	BOEING 727231				CHORD	CRACKED BS 760		7/17/97 TWAA9803807
MCI - DURING CORROSION CONTROL CHECK, FUOND UPPER CHORD LBL 70.5 STATION 760 WITH CRACKS INDICATED PER HIGH FREQUENCY EDDY CURRENT CHECK. CRACKS WERE IN UPPER AND LOWER BOLT HOLES 6 AND 12 O'CLOCK POSITION. REPAIRED PER ARA 11749. CHECK - 2-25-97 MCI. (M)									
5320 TWAA	54329 20307	BOEING 727231				ANGLE	CRACKED BS 910		6/4/97 TWAA9803818
MCI - DURING C-CHECK MAINTENANCE, THE RT MLG WHEEL WELL STATION 910 GEAR UPLOCK SUPPORT ANGLE WAS FOUND CRACKED .5 INCH ABOVE THE RADIUS BLOCK. STOP DRILLED CRACK TWO PLACES PER SRM 51-10-1. REPAIRED PER BOEING SB 727-53-165 FIG 2 AND SSRM 53-50-217 FIG 201. (M)									
5320 TWAA	54331 20309	BOEING 727231				CHORD	CRACKED BS 759		4/25/97 TWAA9803814
MCI - DURNG C-CHECK MAINTENANCE, CURRENT INDICATED A CRACK IN THE FORWARD TWO HOLES IN UPPER RIB CHORD VERT FLANGE STATION 759 RBL 70.5. REPAIRED UPPER AS PER AD94-07-08 AND ARA 11640. REPAIRED LOWER AS PER M27-AD-FD AND ARA 11640. (M)									
5320 TWAA	64339 20844	BOEING 727231				CASTING	CRACKED BS 760		5/6/97 TWAA9803806
MCI - DURING OP 17 MAINTENANCE CHECK, EDDY CURRENT INDICATED A CRACK ON FORWARD HOLES ON CASTING BS 760 RBL 70.5. CRACK RUNNING FROM 12 O'CLOCK TO 6 O'CLOCK IN BOTH HOLES. REPAIRED CRACK AT STATION 760 PREVENTATIVE MODIFICATION PER ARA 11713. (M)									
5320 TWAA	54340 20845	BOEING 727231				FORMER	CRACKED BS 760		8/16/97 TWAA9803812
MCI - DURING OP 17 MAINTENANCE CHECK, A CRACK WAS FOUND ON THE RT SIDE FS 760 FORMER 3, .5 INCH UP FROM CENTER TANK. REPAIRED PER ARA 11406, SB 727-53-0197. (M)									
5320 TWAA	54340 20845	BOEING 727231				SPLICE	CRACKED BS 440		9/5/97 TWAA9804005
MCI - DURING OP 17 MAINTENANCE CHECK, A CABIN STRINGER SPLICE WAS CRACKED AT STATION 440 STRIGNER 19R. REPLACED STRINGER SPLICE PER SRM 53-10-3 AND INSTALLED STRINGER REPAIR PER SRM 53-10-3. (M)									
5320 TWAA	84357 21989	BOEING 727231				CHORD	CRACKED BS 759		2/19/97 TWAA9803808
MCI - DURING C-CHECK MAINTENANCE, CRACK INDICATIONS WERE FOUND USING EDDY CURRENT. THE CRACKS WERE IN THE FWD TWO FASTENERS/HOLES IN RIB CHORD UPPER VERT FLANGE STATION 759 LBL 70 WL 205, REPAIRED AS PER ARA 11617. (M)									

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5320 CALA	15781 20636	BOEING 727232				SUPPORT	CORRODED BS 1130-1150	4/7/98	CALA9800641
INSPECTION FOUND CABIN FLOOR SUPPORT CORRODED AT FS 1130 TO 1150, LBL 12. THE FLOOR SUPPORT WAS REMOVED. A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 51-40-4 AND 51-30-2.									
5320 CALA	15781 20636	BOEING 727232				SUPPORT	CORRODED BS 1110-1130	4/7/98	CALA9800642
INSPECTION FOUND FLOOR SUPPORT CORRODED AT FS 1110 TO 1130, LBL 12. THE FLOOR SUPPORT WAS REMOVED. A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 51-40-4 AND 51-30-2.									
5320 DALA	521DA 21472	BOEING 727232				ANGLE	PART BS 303	3/22/98	DL72S980686
ANGLE CRACKED STA 303.9 FWD CABIN LBL 28. REPLACED ANGLE PER SRM 51- 00.									
5320 DALA	536DA 22049	BOEING 727232				WEB	CRACKED BS 1237	3/30/98	DL72S980689
FOUND ON D1 LETTER CK, LT VERT TORQUE BOX WEB CRACKED AT UPPER END AT STA 1237 LT. REPAIRED PER MM 53-11-0.									
5320 FDEA	222FE 20933	BOEING 727233				BEAM	CORRODED BS 750	4/2/98	98FDEA00248
A/C BAY CORROSION ABOVE DELTA BEAM BS 750, RBL 6, AROUND ACCESS PLATE 3210. REMOVED CORROSION, TREATED, INSTALLED DOUBLER OVER AREA PER SRM 51-40-2.									
5320 FDEA	222FE 20933	BOEING 727233				BEAM	CORRODED BS 743	4/2/98	98FDEA00247
A/C BAY, BS 743, RBL 8 HEAVY CORROSION ABOVE DELTA BEAM, LWR SURFACE OF PLATE AT FWD ROW OF FASTENERS. REMOVED CORROSION, TREATED, INSTALLED DOUBLER PER SRM 51-40-02 OVER DAMAGED AREA.									
5320 FDEA	222FE 20933	BOEING 727233				BEAM	CORRODED BS 743	4/1/98	98FDEA00246
A/C BAY, BS 743 CHORD ABOVE DELTA BEAM, UPPER SURFACE CORRODED LBL - RBL 12. REMOVED CHORD ANGLE AND REINSTALLED WITH NEW CHORD ANGLE PER SRM 51-30-2.									
5320 DALA	282WA 21484	BOEING 727247				WEB	CRACKED BS 1223	4/1/98	DL72E980707
FOUND ON F1 LETTER CK, .125 INCH CRACK AT LIGHTENING HOLE IN LT TORQUE BOX VERTICLE WEB STA 1223. ROUTED OUT DAMAGED AREA PER MM 53-11-0.									
5321 DHLA	724DH 19862	BOEING 727228				FLOOR PANELS	DELAMINATED BS 1030	2/8/98	DHL9872413C
AT C-CHECK, FLOORBOARD NR 105 CRACKED AND DELAMINATING BS 1030 TO 1070 LBL 24 TO 45. REMOVED CABIN FLOOR PANELS AND REPLACED PER SRM 51-10-1, 8 X 32 AND 10 X 32. N/R 3680.									
5330 UALA	7284U 21562	BOEING 727222	PWA JT8D15			SKIN	CORRODED FUSELAGE	3/22/98	98UAL900132
CORROSION FOUND BETWEEN RAM AIR DOOR ACTUATOR EXTERNAL ACCESS PANEL AND FUSELAGE SKIN. REMOVED CORROSION FROM SKIN AND PERFORMED EXTERNAL SKIN REPAIR PER 727 SRM 53-30-3.									
5330 AALA	6835 20188	BOEING 727223				SKIN	CRACKED BS 390-405	3/10/98	AALA980482
TUL - SMALL CRACKS IN FUSE STATION 390 TO 405 STRINGER 19R AND 20R. CUTOUT DAMAGED AREA (CRACKS) FAB 2024-T3 .040 FILLETS FOR CUT OUTS. INSTALL LARGER FILLET OVER DAMAGED AREA, LAP SEAM REPAIR SRM 53-30-3 FIG 24. (M)									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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5330 FDEA	483FE 21465	BOEING 727227				SKIN	CORRODED BS 720		3/30/98 98FDEA00237
BS 720, STRINGER 28L, CORROSION ON FUSELAGE SKIN AROUND NUT PLATE AND AREA WHERE SEALANT IS POURED ON ACFT SKIN. REMOVED DAMAGED AREA, ALODINED AND PRIMED AREA, INSTALLED EXTERNAL REPAIR DOUBLER FROM .071 2024T3 MATERIAL, AS PER SRM 53-30-3 PAGE 8 AND 53-30-3 PAGE 14 TABLE I AND II.									
5330 DHLA	724DH 19862	BOEING 727228				SKIN	CRACKED BS 1318		2/8/98 DHL9872412C
AT C-CHECK, AFT AIRSTAIR WELL CRACK AT LIGHTENING HOLE BS 1318 LEFT TORQUE BOX. STOP DRILL CRACK, INSTALLED DOUBLER REPAIR PER SRM 51-40-2, 5 X 4. N/R 3682.									
5330 DHLA	724DH 19862	BOEING 727228				SKIN	DENTED BS 420		2/5/98 DHL9872420C
AT C-CHECK, FS SKIN AT STA 420 STR 24L DENTED. CUT OUT DAMAGED AREA AND INSTALLED DOUBLER REPAIR PER SRM 53-30-3, 14 X 17. N/R 3487.									
5330 DHLA	724DH 19862	BOEING 727228				SKIN	DENTED BS 423		2/5/98 DHL9872421C
AT C-CHECK, SKIN DENTED AT STA 423 BETWEEN STR 23L AND 24L. CUT OUT DAMAGED SECTION, INSTALLED DOUBLER PER SRM 53-30-3. DOUBLER 14 X 17, FILLER 1 X 1. N/R 3476.									
5330 DHLA	724DH 19862	BOEING 727228				SKIN	DENTED BS 259		2/4/98 DHL9872425C
AT C-CHECK, DENT AT BS 259R AT STR 24R. CUT OUT DAMAGED AREA AND INSTALLED REPAIR DOUBLER PER SRM 51-10-2, 13 X 7.5. N/R 3424.									
5330 DHLA	724DH 19862	BOEING 727228				SKIN	DENTED BS 264		2/4/98 DHL9872424C
AT C-CHECK, DENT AT STR 24R BA 264R. CUT OUT DAMAGED AREA, INSTALLED DOUBLER REPAIR PER SRM 53-30-3, 13 X 7.5. N/R 3425.									
5330 TWAA	54329 20307	BOEING 727231				SKIN	CORRODED FUSELAGE		6/4/97 TWAA9803811
MCI - DURING C-CHECK MAINTENANCE, THE FUSELAGE REPAIR AT THE AFT LAV SERVICE AREA WAS FOUND BULGED. REPAIRED PER ARA 11727. REMOVED CORROSION PER SRM 51-10-6. REPAIRED PER SRM 53-30-3. (M)									
5330 TWAA	54353 21985	BOEING 727231				SKIN	CRACKED L1 DOORWAY		6/30/97 TWAA9803820
MCI - DURING C-CHECK MAINTENANCE, THE LOWER L1 DOOR HINGE CUTOUT ON FUSELAGE SKIN FORWARD WAS FOUND WITH A 1.1666 INCH LONG CRACK. CONFIRMED BY DYE CHECK. INSTALLED STAINLESS STEEL DOUBLER REF SSRM 53-10-219 FIG 202. (M)									
5330 TWAA	54353 21985	BOEING 727231				SKIN	CRACKED L1 DOORWAY		6/30/97 TWAA9804004
MCI - DURING C-CHECK, THE UPPER L-1 DOOR HINGE CUTOUT SKIN ON FUSE BELOW STRINGER 14L HAD 1.16 INCH LONG CRACK. INSTALLED STAINLESS STEEL DOUBLER REF SSRM 53-10-219. (M)									
5330 DALA	517DA 21433	BOEING 727232				SKIN 6518420763	CRACKED BS 345		2/27/98 DL72S980505
THE FUSELAGE SKIN AND UNDERLYING DOUBLER AND BEAR STRAP WERE FOUND WITH A 3.5 INCH CRACK IN THE LOWER AFT CORNER OF THE L1 DOOR CUTOUT. THE CRACK WAS ROUTED OUT AND REPAIRED WITH AN EXTERNAL DOUBLER AND TRIPLER PER ER/A 364131-14, REV A.									
5330 FDEA	222FE 20933	BOEING 727233				SKIN	CORRODED BS 660		4/2/98 98FDEA00242
FUSE SKIN CORRODED AT BS 660 BETWEEN STR 28L TO W8R. REMOVED CORROSION. REMOVED SECTION OF FUSE SKIN I/B OF STR 28R. INSTALLED REPAIR DOUBLER PER SRM 53-30-3.									

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5347 CALA	15774 21242	BOEING 727227				SEAT TRACK	CORRODED CABIN	4/2/98	CALA9800616
INSPECTION FOUND SEAT TRACK CORRODED IN FLOOR PANEL NR 97 INBOARD AFT AREA. THE SEAT TRACK WAS REMOVED. A NEW SEAT TRACK WAS FABRICATED AND INSTALLED IAW SRM 53-10-5.									
5347 CALA	15774 21242	BOEING 727227				SEAT TRACK	CORRODED CABIN	4/2/98	CALA9800617
INSPECTION FOUND SEAT TRACK CORRODED AT FLOOR PANEL NR 104 AREA. THE SEAT TRACK WAS REMOVED AND A NEW SEAT TRACK WAS FABRICATED AND INSTALLED IAW SRM 53-10-5.									
5347 DHLA	724DH 19862	BOEING 727228				SEAT TRACK BAC15201434	CORRODED BS 560	2/15/98	DHL9872469C
AT C-CHECK, SEAT TRACK FLANGE CORRODED AT LBL 45 BETWEEN STA 560 AND 620. CUT OUT CORRODED AREA STA 560 TO 580. INSTALLED NEW SECTION PER SRM 53-10-5. N/R 5143.									
5347 DHLA	724DH 19862	BOEING 727228				SEAT TRACK BAC1520792	CORRODED BS 1050	2/7/98	DHL9872415C
AT C-CHECK, SEAT TRACK CORRODED AT BS 1050 LB 45. CUT OUT CORRODED SECTION, INSTALLED SEAT TRACK PER SRM 53-10-5. N/R 3672.									
5347 DHLA	724DH 19862	BOEING 727228				SEAT TRACK	CORRODED BS 1050	2/7/98	DHL9872416C
AT C-CHECK, SEAT TRACK CORRODED AT RBL 45, BS 1050. CUT OUT DAMAGED SECTION FROM 1030 TO 1070 PER SRM 53-10-5, AND REPLACED PER THE SAME. N/R 3671.									
5347 DHLA	724DH 19862	BOEING 727228				SEAT TRACK BAC1520792	CORRODED BS 660	2/20/98	DHL9872468C
AT C-CHECK, FOUND HEAVY CORROSION ON FLOOR TRACK FLANGES AT STA 660, BL 0 TO 24L. CUT OUT DAMAGED SECTION, INSTALLED SEAT TRACK REPAIR PER SRM 53-10-5, 10.5 LONG. N/R 5157.									
5347 CALA	15781 20636	BOEING 727232				SEAT TRACK	CORRODED BS 1110-1130	4/6/98	CALA9800631
INSPECTION FOUND SEAT TRACK CORRODED FROM STA 1110 TO 1130, LBL 45. A NEW SECTION OF SEAT TRACK WAS FABRICATED AND INSTALLED IAW SRM 53-10-2, 51-10-2 AND MM 51-20-0.									
5347 CALA	15781 20636	BOEING 727232				SEAT TRACK	CORRODED BS 970-1130	4/7/98	CALA9800632
INSPECTION FOUND SEAT TRACK CORRODED AT FS 970 TO 1130, RBL 24. A SEAT TRACK REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-05, FIGURE 7, 51-10-2 AND MM 51-30-11.									
5411 FDEA	499FE 21018	BOEING 727232				RIB 652076127	CRACKED BS 1283	4/3/98	98FDEA00232
RIB CRACKED AT BS 1283 AT 7 O'CLOCK POSITION ON S-DUCT.									
5411 DALA	282WA 21484	BOEING 727247				RIB	WORN BS 1342	4/1/98	DL72E980709
HOLE WORN THROUGH LIP OF NR 2 ENGINE CUTOUT AT 9 O'CLOCK POSITION. FOUND ON LETTER CHECK F-1. INSTALLED DOUBLER PER M/M 53-11-0 PG 801.									
5510 AALA	863AA 21090	BOEING 727223				HINGE	CORRODED HORIZ STABILIZER	3/3/98	AALA980429
TUL - CORROSION ON TOP OF HORIZONTAL STABILIZER, T/E CHORD INBOARD OF NR 7 ELEV HINGE RIGHT. REPAIRED CORRODED AREA PER ESO 11697. TREATED, PRIMED, AND PAINTED. TST: 57,207 HOURS. CYCLES: 35,211. (X)									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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5510 DALA	521DA 21472	BOEING 727232				BUSHING	WORN RT HORZ STAB		3/24/98 DL72S980696
BUSHINGS WORN RT HORZ STAB. NR 1 HINGE ATTACH PT FOR ELEV FITTING BUSHINGS ARE WORN. ALSO, HARDWARE IS WORN AND FITTING LUGS ARE WORN. SPOTFACED .013 ON D/B FACE OF I/B LUG AND .010 ON I/B FACE OF O/B LUG. REMOVED BUSHINGS AND CLEANED LUGS WITHIN LIMITS PER MM 55-50-0 FIG 801. ROTOPEENED PER PS 900-4-01005 TREAT AND PAINTED FACES AND BORES. TURNED BUSHINGS LENGTHEN LUGS. INSTALLED BUSHINGS PER MM 55-58-0 PG 802. REPLACED HARDWARE, OK TO ROTOPEEN. OK TO TREAT AND PAINT.									
5510 DALA	521DA 21472	BOEING 727232				BUSHING	WORN LT HORIZ STAB		3/28/98 DL72S980697
LT HORIZ STAB NR 1 HINGE ATT PT FUS ELEV, FITTING AND BUSHINGS ARE WORN. SPOTFACE I/B FACE OF O/B LUG .012 REMOVED BUSHINGS, CLEANED LUG WITHIN LIMITS PER MM 55-50-0 FIG 801. ROTOPEENED PER PS900-4 TREAT FACES AND BORES. PAINTED FACES AND BORES. TURNED BUSHINGS TO LENGTH OF LUG THICKNESS. INSTALLED BUSHINGS PER M/M 55-50-0 PG 802. OK TO ROTOPEEN, TO TREAT/PAINT, OK TO INSTL BUSHINGS.									
5711 DHLA	724DH 19862	BOEING 727228				SPAR	CORRODED WS 399		2/4/98 DHL9872470C
AT C-CHECK, CORROSION ON LEFT WING FRONT SPAR LOWER CHORD O/B FLANGE UPPER SURFACE WS 399. REMOVED CORROSION, INSTALLED CHORD REPAIR PER AVITAS EO 98PMSI191D-1, 13 X 2.75. N/R 1024.									
5712 CALA	15774 21242	BOEING 727227				RIB	CRACKED LT WING		4/2/98 CALA9800621
INSPECTION FOUND A .75 INCH CRACK AT STIFFENER ON INBOARD SIDE OF LT WING LEADING EDGE RIB, WBL 92.0. A DOUBLER WAS INSTALLED IAW SRM 51-40-4 AND 51-30-2.									
5712 DHLA	724DH 19862	BOEING 727228				RIB	CRACKED RT WING		2/5/98 DHL9872404C
AT C-CHECK, RT WING RIB CHORD AT BL 70.5 HAS HFEC CRACK INDICATION, HFEC HOLE, OVERSIZED. HFEC INSTALLED ATTACH TEE PER SRM 51-20-2, N/R 2288.									
5712 DHLA	724DH 19862	BOEING 727228				RIB	CRACKED WS 601.5		1/16/98 DHL9872440C
AT C-CHECK, 1 CRACK NOTED AT UPPER FLANGE AT RIB 13. STOP DRILLED CRACK, HFEC STOP DRILL, INSTALLED RIB REPAIR AT WS 601.5 PER SRM 57-10-5, 16 X 2 X 1. N/R 2257.									
5712 DHLA	724DH 19862	BOEING 727228				RIB	CRACKED RT WING		1/16/98 DHL9872454C
AT C-CHECK, CRACK IN UPPER FLANGE OF RIB 13, R/W. STOP DRILL CRACK, HFEC, INSTALLED RIB REPAIR PER SRM 57-10-5. REPAIR 16 X 2 X 1. N/R 2257.									
5712 DHLA	724DH 19862	BOEING 727228				RIB	CRACKED LT WING		1/14/98 DHL9872459C
AT C-CHECK, LEFT WING RIB CHORD BL 70.5 HAS CRACK INDICATION AT FWD UPPER AND FWD LOWER HOLES. HFEC, CRACK VERIFIED. STOP DRILLED CRACK, HFEC, INSTALLED REPAIR PER S/B 57-0211. N/R 1030/1143.									
5712 TWAA	54325 20232	BOEING 727231				RIB	CRACKED LT WING		4/8/97 TWAA9804001
MCI - DURING C-CHECK MAINTENANCE, THE LEFT WING EDDY CURRENT SHOWED CRACK INDICATION AT 6 AND 12 O'CLOCK POSITION IN RIB CHORD TOP FORWARD HOLE. LEFT BOTTOM FWD HOLE HAD 2 CRACKS IN VERTICAL LEG 2 AND 7 'CLOCK. STOP DRILLED CRACKS PER SRM 51-10-01 FIG 6A. INSTALL DOUBLER REPAIR ON LEFT WING UPPER RIB CHORD PER BAC SERVICE BULLETIN 727-57-0112 AND AD 94-07-08. (M)									
5712 TWAA	54340 20845	BOEING 727231				RIB	CRACKED WS 738.5		9/5/97 TWAA9804006
MCI - DURING OP17 MAINTENANCE CHECK, THE LEFT WING WS 738.5 RIB CHORD WAS CRACKED ON LOWER CHORD AT STRINGER 6 AND 8, IN THE RADIUS. INSTALLED NEW RIB PER SRM 51-10-1 AND 51-30-2. (M)									

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5712 TWAA	54341 21628	BOEING 727231				RIB	CRACKED WS 760		1/13/97 TWAA9803805
MCI - DURING C-CHECK MAINTENANCE, THE TWO FORWARD HOLES INDICATE CRACKED IN RIB UPPER CHORD AT STATION 760R BL 70.5. REPAIRED CRACKS PER ARA 10885. (M)									
5712 TWAA	54354 21986	BOEING 727231				RIB	CRACKED WS 70.5		4/6/97 TWAA9803804
MCI - DURING C-CHECK MAINTENANCE, A CRACK INDICATION WAS FOUND IN THE RT WING RIB UPPER CHORD AT RBL 70.5 STATION 760, THE UPPER FORWARD HOLE AT 6 O'CLOCK AND 12 O'CLOCK. REPAIRED PER ARA 11719 AND TWA STANDARD PRACTICES. (M)									
5720 CALA	15774 21242	BOEING 727227				ANGLE	CRACKED WS 130		4/2/98 CALA9800620
INSPECTION FOUND A 1 INCH CRACK IN CURVED ANGLE INSIDE LT WING INBOARD FIXED LEADING EDGE AT STA 130. A DOUBLER WAS INSTALLED IAW SRM 51-40-3.									
5720 DHLA	724DH 19862	BOEING 727228				ANGLE	CRACKED WS 568		2/6/98 DHL9872402C
AT C-CHECK, RT WING T/E PANEL UPPER SURFACE SUPPORT ANGLE I/B SIDE HAS INTERIM REPAIR CRACKED AT WS 568 . REPLACED T/E PANEL ATTACH BRACKET PER SRM 51-30-2, N/R 2346.									
5720 DHLA	724DH 19862	BOEING 727228				TIP	ERODED RT WING		2/6/98 DHL9872428C
AT C-CHECK, RT STAB TIP FAIRING ERODED AT LEADING EDGE. INSTALLED OVERLAY REPAIR PER SRM 51-40-8, 4 X 6. N/R 4019.									
5720 DHLA	724DH 19862	BOEING 727228				ANGLE	CRACKED WS 130		2/6/98 DHL9872456C
AT C-CHECK, LT WING FIXED LEADING EDGE INTERIOR, LOWER SUPPORT ANGLE AT STA 130 IS CRACKED AT ATTACH HOLES. REMOVED AND REPLACED ANGLE SUPPORT PER SRM 51-10-1, 20 X 3. N/R 1089.									
5720 DHLA	724DH 19862	BOEING 727228				BRACKET	CRACKED LT WING		2/5/98 DHL9872405C
AT C-CHECK, LEFT WING T/E CAVITY FOUND LOWER PANEL SUPPORT BRACKET CRACKED AND LOOSE BELOW NR 3 FLIGHT SPOILER. REMOVED AND REPLACED SUPPORT BRACKET PER SRM 51-10-1, N/R 1049.									
5720 DHLA	724DH 19862	BOEING 727228				WEB	CRACKED LT WING		2/6/98 DHL9872410C
AT C-CHECK, LEFT WING FIXED LEADING EDGE INTERIOR VERTICAL WEB AT WBL 92.8 CRACKED AT ATTACH FASTENERS AT AFT END. STOP DRILL, HFEC STOP DRILL. INSTALLED DOUBLER REPAIR PER SRM 51-40-2, 15 X 3. N/R 1093.									
5720 DHLA	724DH 19862	BOEING 727228				ANGLE 652165828	CRACKED LT WING		2/6/98 DHL9872409C
AT C-CHECK, LT WING LOWER TRAILING EDGE COVE PANEL SUPPORT ANGLES ARE CRACKED. REMOVED AND REPLACED SUPPORT ANGLES PER SRM 51-10-1.									
5720 DHLA	724DH 19862	BOEING 727228				CLIP	CRACKED NR 1 SLAT		2/5/98 DHL9872406C
AT C-CHECK, NR 1 SLAT OUTBD TRACK TO SLAT LOWER SKIN ATTACH CLIP IS CRACKED AT RADIUS. REPLACED CLIP PER SRM 51-30-2, N/R 1070.									
5720 DHLA	724DH 19862	BOEING 727228				STIFFENER	CRACKED WS 304		2/5/98 DHL9872441C
AT C-CHECK, RT L/E WING STIFFENER CRACKED AT WS 304 I/B SIDE JUST ABOVE L/E FLAP ACTUATOR. CUT OUT DAMAGED AREA, INSTALLED DOUBLER PER SRM 57-30-4, 3 X 3. N/R 2309.									

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5720 DHLA	724DH 19862	BOEING 727228				ANGLE	CRACKED LT WING		2/6/98 DHL9872411C
AT C-CHECK, LEFT WING LOWER TRAILING EDGE COVE PANEL I/B SUPPORT ANGLE CRACKED AT ATTACH BOLTS. REPLACED LEFT WING ATTACH BRACKET PER SRM 51-30-2. N/R 1121.									
5720 DHLA	724DH 19862	BOEING 727228				CLIP	CRACKED NR 2 SLAT		2/6/98 DHL9872407C
AT C-CHECK, NR 2 SLAT O/B TRACK TO SLAT LOWER SKIN ATTCH CLIP IS CRACKED. REPLACED SLIP PER SRM 51-30-2, N/R 1076.									
5720 TWAA	54327 20234	BOEING 727231				SCREWS	BROKEN RT WING		9/22/97 TWAA9804108
MCI - DURING C-CHECK MAINTENANCE, FOUND RT WING LOWER TRAPEZOIDAL PANEL OUTBOARD OF MAIN GEAR TRI-WING SCREWS BROKEN LOOSE AT FORWARD OUTBOARD END. INSTALLED DOUBLER PER SRM 51-40-2 AND FASTENER PR SRM 51-30-3. (M)									
5730 CALA	15781 20636	BOEING 727232				SKIN	CORRODED WS 250		4/3/98 CALA9800627
INSPECTION FOUND SCREW HOLE ON TOP OF LT WING FIXED LEADING EDGE CORRODED AT WS 250. THE CORROSION WAS REMOVED IAW SRM 57-20-1. THE CORRODED AREA OF SKIN WAS CUT OUT. REPAIR PARTS WERE FABRICATED AND INSTALLED IAW AEROCORP ENGINEERING ORDER 04884.									
5741 DHLA	724DH 19862	BOEING 727228				BOTTLE PIN	CORRODED RT WING		2/5/98 DHL9872464C
AT C-CHECK, CORROSIN BLEEDING FROM RT WING SPAR TO BODY FITTING. REMOVED CORROSION, BLENDED OUT FACE OF FITTING. FLAP PEENED FITTING, INSTALLED BUSHING AND INSTALLED BOTTLE PIN PER AVITAS EO PMSI191R0-3. N/R 7815.									
5751 CALA	15774 21242	BOEING 727227				HINGES	DAMAGED LT AILERON		4/7/98 CALA9800640
INSPECTION FOUND LEFT OUTBOARD AILERON HINGES DAMAGED. THE HINGES WERE REMOVED AND REPLACED IAW SRM 51-30-2.									
5753 MZZA	86425 21459	BOEING 727212				SKIN	DENTED RT TE AFT FLAP		1/21/98 98ZZZM388
A DENT ON RT INBOARD AFT FLAP UPPER SKIN 2 INCHES DIAMETER AT WBL 123 RT INBOARD AFT FLAP. TRIMMED OUT THE DENTED AREA OF SKIN. PERFORMED FIBERGLASS CLOTH OVERLAY REPAIR. (M)									
5753 DALA	8882Z 21579	BOEING 727225				SKIN	WORN NR 1 TE MIDFLAP		2/18/98 DL72S980510
DURING SHOP VISIT THE LEADING EDGE SKIN WAS FOUND WORN BEYOND LIMITS AT THE I/B END OF FLAP. THE SKIN WAS REPAIRED PER 727 MM 57-52-0, FIG 803 BY REMOVING THE DAMAGE AND INSTALLING A DOUBLER.									
5753 DALA	8882Z 21579	BOEING 727225				RIB	CRACKED NR 1 TE MIDFLAP		12/18/97 DL72S980509
DURING SHOP VISIT, THE AFT RIB WAS FOUND CRACKED AT AFT SPAR I/B END OF FLAP. THE RIB WAS REPAIRED PER 727 MM 57-52-0 FIG 808 BY STOP DRILLING THE CRACK AND INSTALLING A DOUBLER.									
5753 DHLA	724DH 19862	BOEING 727228				FLAP	CRACKED NR 5 TE FLAP		2/7/98 DHL9872443C
AT C-CHECK, RT NR 5 FLAP TRACK FAIRING IS CRACKED AT FWD END LOWER SURFACE. STOP DRILLED CRACK, HFEC, INSTALLED DOUBLER REPAIR PER SRM 51-40-2, DOUBLER 4.5 X 7. N/R 2365.									
5753 DHLA	724DH 19862	BOEING 727228				FLAP	DELAMINATED RT TE MIDFLAP		2/13/98 DHL9872453C
AT C-CHECK, RT O/B MIDFLAP DELAMINATED AT O/B T/E CORNER. INSTALLED BONDING REPAIR PER SRM 51-40-6, 3 X 20.5. N/R 2385.									

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5753 DHLA	724DH 19862	BOEING 727228				FAIRING	CRACKED NR 8 FLAP TRACK		2/6/98 DHL9872451C
AT C-CHECK, NR 8 FLAP TRACK HINGED FAIRING HAVE BOTH TRACKS CRACKED. REMOVED AND REPLACED FAIRING PER MM 27-51-11. N/R 2363.									
5753 DHLA	724DH 19862	BOEING 727228				SKIN	DELAMINATED LT TE FLAP		2/5/98 DHL9872455C
AT C-CHECK, LEFT O/B FLAP ASSY UPPER SURFACE DELAMINATED 8 INCHES FROM O/B END, 10 FROM TRAILING EDGE. INSTALLED BONDING REPAIR PER SRM 51-40-6, 4 X 4. N/R 1063.									
5753 DHLA	724DH 19862	BOEING 727228				SKIN	CHAFFED RT TE FOREFLAP		2/6/98 DHL9872442C
AT C-CHECK, RT O/B FOREFLAP UPPER SURFACE HAS SIGNS OF CHAFING IN TWO PLACES. INSTALLED FILLER REPAIR PER SRM 51-40-1, 3 X 8 AND 4 X 5. N/R 2355.									
5753 DHLA	724DH 19862	BOEING 727228				FAIRING	CRACKED NR 5 TE FLAP		2/7/98 DHL9872444C
AT C-CHECK, RT MLG NR 5 FLAP FAIRING INNER SKIN FWD DOOR UPPER SIDE CRACKED. REMOVED CRACKED SKIN, INSTALLED NEW SKIN PER SRM 51-40-2, 4.5 X 1.5. N/R 2377.									
5753 TWAA	54345 21632	BOEING 727231				FASTENERS	CRACKED TE FLAPS		6/4/97 TWAA9803817
MCI - DURING C-CHECK, FOUND LEFT INBOARD MID FLAP TOP ROW INBOARD FASTENERS, 3 INCIDCATED CRACKED WITH LOW FREQ EDDY CURRENT. COLD WORKED HOLES AND INSTALLED FASTENERS PER SERVICE BULLETING 727-57-160. (M)									
5754 CALA	15774 21242	BOEING 727227				RIB	CRACKED NR 4 LE SLAT		4/2/98 CALA9800619
INSPECTION FOUND A 1 INCH CRACK IN LT WING NR 4 SLAT INBOARD END RIB. THE CRACKED AREA WAS REMOVED IAW SRM 51-30-2. A NEW PART WAS FABRICATED AND INSTALLED IAW SRM 51-30-2, 51-40-2, AND 51-10-2.									
5754 DHLA	724DH 19862	BOEING 727228				ANGLE	CRACKED NR 3 LE SLAT		2/6/98 DHL9872458C
AT C-CHECK, NR 3 SLAT ACTUATOR DOOR, I/B ATTACH ANGLE ON THE UPPER SIDE CRACKED AT FWD FASTENER. REPLACED ANGLE PER SRM 51-30-2. N/R 1081.									
5754 DHLA	724DH 19862	BOEING 727228				TRACK	CRACKED NR 6LE FLAP		2/11/98 DHL9872445C
AT C-CHECK, CRACK AT R/W L/E AT NR 6 I/B TRACK. CUT OUT DAMAGED AREA, INSTALLED DOUBLER PER SRM 57-30-4, 3 X 6, FILLER 1 X 1.5. N/R 2383.									
5754 DHLA	724DH 19862	BOEING 727228				SKIN	CRACKED NR 4 LE SLAT		2/6/98 DHL9872408C
AT C-CHECK, NR 4 SLAT LOWER SKIN IS CRACKED AT CUTOUT FOR O/B UP STOP PAD. STOP DRILLED CRACK, FABRICATED REPAIR DOUBLER AND INSTALLED PER SRM 51-40-2, 6 X 4.5. N/R 1086.									
5754 DALA	282WA 21484	BOEING 727247				STIFFENER	CRACKED NR 3 LE SLAT		4/1/98 DL72E980710
A 2 INCH CRACK WING L/E VERT STIFFENER AFT OF NR 3 SLAT I/B TRACK. REPAIRED PER MM 57-20-21 PG 813.									
5755 DHLA	724DH 19862	BOEING 727228				ANGLE 65982963	CRACKED NR 8 SPOILER		2/5/98 DHL9872403C
AT C-CHECK, RT WING NR 8 SPOILER UPPER SUPPORT BRACKET IS CRACKED, AFT BOTTOM AREA. ALSO, IN SAME BRACKET, OUTBD SIDE CRACKED AT TOP. REPLACED SUPPORT BRACKET AND ANGLE PER SRM 51-10-1, N/R 2333.									

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7110 DHLA	724DH 19862	BOEING 727228				COWLING	GOUGED NR 2 ENGINE		2/6/98 DHL9872401C
AT C-CHECK, NR 2 ENGINE LT FWD COWLING HAS HOLE GOUGED NEAR AFT LINE UP PIN RECEPTACLE. REPLACED SKIN PER SRM 51-40-2, 2 X 2. N/R 6910									
7110 DHLA	724DH 19862	BOEING 727228				COWL	TORN NR 3 ENGINE		2/5/98 DHL9872465C
AT C-CHECK, METAL TORN ON TOP FIXED COWL AT FWD ENGINE MOUNT. REPLACED SKIN PER SRM 51-30-2, 25 X 6. N/R 6835.									
7110 DHLA	724DH 19862	BOEING 727228				COWL	WORN NR 3 ENGINE		2/5/98 DHL9872466C
AT C-CHECK, 33 ENGINE HOLE WORN THROUGH FWD FIXED COWL AFT FLANGE. CUT OUT DAMAGED AREA, INSTALLED DOUBLER REPAIR AT INSIDE CHANNEL 6 X 6, FILLER 3 X 4. INSTALLED DOUBLER IN EXTERNAL SKIN PER SRM 54-30-1 DOUBLER 4 X 6, FILLER 1 X 2. N/R 6834.									
7110 DHLA	724DH 19862	BOEING 727228				COWLING	SKIN NR 3 ENGINE		2/5/98 DHL9872439C
AT C-CHECK, 33 ENGINE UPPER COWLING CTR LATCH OUTER SKIN DAMAGED. STOP DRILLED, INSTALLED DOUBLER REPAIR PER SRM 51-40-2, 2.5 X 1.125. N/R 6856.									
7110 DHLA	724DH 19862	BOEING 727228				COWLING	GOUGED NR 2 ENGINE		2/6/98 DHL9872435C
AT C-CHECK, NR 2 ENGINE RT FWD COWLING LOWER AFT CORNER GOUGED. REPLACED SECTION PER SRM 51-40-3, 5 X 3. N/R 6896.									
7110 DHLA *****	724DH 19862	BOEING 727228				COWLING	CRACKED NR 1 ENGINE		2/6/98 DHL9872437C
AT C-CHECK, NR 1 ENG TOP COWLING AFT EDGE WITH PIECE MISSING. REPAIRED PER SRM 51-40-3, 6 X 7.25. N/R 6869.									
7110 DHLA	724DH 19862	BOEING 727228				COWLING	BENT NR 2 ENGINE		2/6/98 DHL9872436C
AT CHECK, NR 2 ENGINE LT AFT COWLING SKIN BENT AT UPPER AFT CORNER. CUT OUT DAMAGED AREA AND INSTALLED DOUBLER REPAIR PER SRM 54-10-3, 3.5 X 4. N/R 6895.									
7110 DHLA	724DH 19862	BOEING 727228				COWLING	GOUGED NR 2 ENGINE		2/6/98 DHL9872434C
AT C-CHECK, NR 2 ENGINE LT FWD COWLING LOWER AFT CORNER GOUGED. CUT OUT DAMAGED AREA, INSTALLED REPAIR PER SRM 54-10-3, 7 X 2.75. N/R 6908.									
7110 DHLA	724DH 19862	BOEING 727228				COWLING	DAMAGED NR 3 ENGINE		2/5/98 DHL9872438C
AT C-CHECK, NR 3 LOWER ENGINE COWLING EXTERIOR CTR SECTION PREVIOUS REPAIR COMING OFF. CUT OUT DAMAGED AREA AND INSTALLED DOUBLER REPAIR PER SRM 54-10-3, 8 X 4'. N/R 6858.									
7200 UALA	7268U 21415	BOEING 727222	PWA JT8D15			ENGINE	MALFUNCTIONED NR 3		3/28/98 98UAL900129
DURING CLIMB 800 TO 1000 FT, NR 3 ENGINE LOST THRUST. EPR DROPPED TO APPROXIMATELY 1.0 EGT, OIL PRESSURE, OIL QUANTITY NORMAL. ENGINE CONTINUED TO RUN. FUEL FLOW APPROXIMATELY 3000 PPH WITH NO THROTTLE RESPONSE. RETURNED TO SFO.									
7200 FDEA	154FE 18287	BOEING 72725	PWA JT8D7B			ENGINE	FAILED NR 2		4/4/98 98FDEA00252
NR 2 ENGINE OIL PRESSURE EXCEEDED RED RADIAL DURING DEPARTURE AT ALL POWER SETTINGS ABOVE IDLE. OIL TEMPERATURE 118C, PRESS 60 PSI PRESS 52 PSI AT IDLE. FOUND BREATHER PRESSURE AT 5.6 PSI OUT OF LIMITS. REMOVED AND REPLACED NR 2 ENGINE FOR HIGH BREATHER PRESSURE PER WORK CARD 70T0502.									

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7200 AMTA	760AT 21954	BOEING 7272B7	PWA JT8D17A			ENGINE	FAILED NR 2		11/12/97 98ZZZM415
JFK - ON CLIMB-OUT, AT 1500 FEET AGL, NR 2 ENGINE VIBRATED FOLLOWED BY ENGINE FAIL LIGHTS AND PACK TRIP LIGHTS. RETURNED TO JFK. REMOVED AND REPLACED NR 2 ENGINE. (M)									
7261 UALA	7264U 21411	BOEING 727222	PWA JT8D15			OIL CAP	LOOSE NR 1 ENGINE		12/30/97 97UAL900898
OVER A TWO HOUR PERIOD NR 1 ENGINE OIL QUANTITY DECREASED TO ZERO. OIL PRESSURE DROPPED TO BELOW 35 PSI AND LOW OIL PRESSURE LIGHT CAME ON. ACCOMPLISHED ENGINE SHUT DOWN. *S/D* THE OIL FILTER CAP WAS FOUND TO HAVE COME LOOSE FROM THE OIL TANK. THE OIL FILTER WAS REMOVED AND EXAMINED AS A PRECAUTION AND NO DEBRIS WAS FOUND.									
7261 UALA	7452U 21906	BOEING 727222	PWA JT8D15			OIL SYST	LOST NR 3 ENGINE		2/22/98 98UAL900086
NR 3 ENGINE OIL QUANTITY LOSS WITH PRESSURE FLUCTUATION AND TEMPERATURE RISING. SECURED ENGINE.									
7314 AALA	713AA 22469	BOEING 727223	PWA JT8D15			FUEL PUMP 3782018	DEFECTIVE NR 1 ENGINE		2/14/98 AALA980326
MIA - FLT 2181 - AFTER TAKEOFF MIA, NR 1 ENGINE FAILURE. AIRCRAFT RETURNED TO MIA AND LANDED WITHOUT INCIDENT. REPLACED NR 1 ENGINE FUEL CONTROL AND FUEL PUMP. ACCOMPLISHED LEAK CHECK AND ALL REQUIRED RUN UP CHECKS WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
7321 AALA	898AA 22014	BOEING 727223	PWA JT8D15			FUEL CONTROL 658385	DEFECTIVE NR 1 ENGINE		3/1/98 AALA980420
MIA - FLT 929 - WHILE PASSING THROUGH 2000 FT, NR 1 ENGINE FLAMED OUT WITH NO PRIOR ABNORMAL INDICATIONS. AIRCRAFT RETURNED TO MIAMI AND LANDED WITHOUT INCIDENT, NOT OVERWEIGHT. REPLACED FUEL PUMP AND FUEL CONTROL. LEAK CHECKED WITH NO LEAKS FOUND. GROUND CHECKED NORMAL OPERATION. (M)									
7321 DALA	544DA 22493	BOEING 727232	PWA JT8D15A		37820113	FUEL CONTROL	FAILED NR 3 ENGINE		3/25/98 DL72S980659
NR 3 ENG DID NOT RESPOND TO THROTTLE MOVEMENT DURING DESCENT, FLAMEOUT, FUEL FLOW WAS ZERO. EGT AND EPR WERE ZERO AND NOT RESPONDING. N1 AND N2 DISPLAYED WINDMILLING INDICATION, THIS LASTED FOR 2 TO 3 MINUTES. PRIOR TO COMMENCING THE ENG FAILURE FOLLOW UP CHECKLIST THE ENG BEGAN RESPONDING NORMALLY. REPLACED NR 3 ENGINE FUEL CONTROL AND FUEL PUMP.									
7532 UALA	7287U 21565	BOEING 727222	PWA JT8D15		AIR RESEARCH 8981261	BLEED AIR VALVE	FAILED NR 3 ENGINE		3/18/98 98UAL900118
AIRCRAFT EXPERIENCED BLEED TRIP RESULTING IN CABIN ALTITUDE RISING ABOVE 10,000 FEET. AIRCRAFT WAS IN CRUISE AT 31,000 FEET. CAPTAIN DECLARED AN EMERGENCY FOR IMMEDIATE DESCENT. DESCENDED TO 20,000 FEET AND PRESSURE RETURNED TO NORMAL. CONTINUED TO DESCEND INTO LGA. *S/D* REPLACED NR 3 ENGINE PNEUMATIC BLEED AIR VALVE.									
7933 FDEA	241FE 20979	BOEING 727277				OIL TEMP BULB 56B17C	INOPERATIVE NR 3 ENGINE		4/7/98 98FDEA00253
NR 3 OIL TEMPERATURE GAUGE INOPERATIVE. NEEDLE HANGS STRAIGHT DOWN TWITCHES OCCASIONALLY. REMOVED AND REPLACED NR 3 OIL TEMPERATURE BULB PER MAINTENANCE MANUAL 79-32-01.									
2120 USAA	354US 23557	BOEING 737301				AIR DISTRIBUTION	ODOR CABIN		3/6/98 USAASB98053
BDL - FLT 331 - EN ROUTE FROM PIT TO BDL, A PASSENGER COMPLAINED OF A SMOKEY SMELL IN THE CABIN. PACKS WERE RUN ON HIGH. NO SOURCE COULD BE FOUND AND SMELL DISSIPATED. APU MASTER CAUTION CAME ON THREE MINUTES PRIOR TO REPORT OF ODOR. SMELL RETURNED ON GROUND. BOTH PACKS NORMAL. APU WAS INOP PER MEL. MAINTENANCE INSPECTED AIR CONDITION SYSTEM INCLUDING ACM OIL AND WATER SEPARATOR CONDITION. CHECKED E/E COMPARTMENT AND CARGO BAYS. CHECKED ENGINE OIL LEVELS. TAXIED TO RUNUP AREA AND RAN ENGINES AT CRUISE POWER WITH BOTH PACKS ON. NO FAULTS NOTED. COULD NOT DUPLICATE SMELL. (M)									

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2133 UALA	926UA 26648	BOEING 737522	GE CFM56*		HAMILTON STD 711003X	SWITCH	FAILED OUTFLOW VALVE		3/14/98 98UAL900115
DIVERTED TO SACRAMENTO DUE TO THE LOSS OF CABIN PRESSURIZATION. *S/D* PROBLEM CAUSED BY FAILURE OF THE SWITCH ON THE OUTFLOW VALVE. THIS SWITCH ALSO CONTROLS THE FORWARD OUTFLOW VALVE.									
2150 UALA	356UA 24362	BOEING 737322	GE CFM56*			PACK	ODOR CABIN	6463 598	12/3/97 97UAL900856
ODOR FROM LEFT PACK IN COCKPIT AND FORWARD CABIN ON GROUND AND IN FLIGHT. SMELLS LIKE OVERHEATING. *S/D* AFTER SHUTTING DOWN THE APU AND RUNNING THE LEFT-HAND PACK WITH ENGINE BLEED AIR, ODOR DISSIPATED AFTER 15 TO 20 MINUTES. FOUND METAL ON APU CHIP DETECTOR. APU WAS REPLACED, OPS CHECK WAS GOOD.									
2440 UALA	368UA 24537	BOEING 737322	GE CFM56*			RELAY DH7BC	FAILED GROUND SERVICE		3/21/98 98UAL900119
GROUND SERVICE BUS CIRCUIT BREAKER POPPED, LOST GENERATOR. *S/D* INSPECTED WIRING BEHIND THE P-6 PANEL AND ALL LOOKED GOOD. REPLACED GROUND SERVICE RELAY, OPS CHECK GOOD.									
2530 UALA	9052U 19933	BOEING 737222	PWA JT8D7B		BE AEROSPACE 3520001	COFFEEMAKER	DIRTY GALLEY		2/17/98 98UAL900070
SMOKE IN AFT CABIN FROM AFT GALLEY AREA. IT APPEARS TO BE FROM COFFEEMAKER AREA. *S/D* FOUND COFFEE POT LID UNDER GALLEY INBOARD COFFEEMAKER. REMOVED DEBRIS. APPLIED POWER TO AFT GALLEY. NO SMOKE/ODORS DETECTED, OK TO CONTINUE.									
2565 UALA	918UA 25385	BOEING 737522	GE CFM56*			SLIDE	MALFUNCTIONED 2L DOOR		12/25/97 97UAL900893
DOOR 2L SLIDE DID NOT DEPLOY.									
2613 UALA	337UA 24241	BOEING 737322	GE CFM56*			OVERHEAT DET 355644310	SHORTED RT WING		12/15/97 97UAL900877
RIGHT HAND WING BODY OVERHEAT LIGHT CAME ON INTERMITTENTLY ONE MINUTE AFTER TAKEOFF. *S/D* TROUBLESHOOTING INDICATED THAT RIGHT-HAND WING LEADING EDGE OVERHEAT DETECTOR ELEMENT WAS SHORTED TO GROUND. REPLACED DETECTOR AND PERFORMED ENGINE RUN. SYSTEM CHECKED OK AND AIRCRAFT WAS RETURNED TO SERVICE.									
2613 UALA	386UA 24661	BOEING 737322	GE CFM56*			OVERHEAT LIGHT	ILLUMINATED LT WING/BODY		12/21/97 97UAL900887
LEFT WING BODY OVERHEAT LIGHT CAME ON AFTER TAKEOFF. NR 1 ENGINE BLEED AIR AND ISOLATION VALVE WERE SHUT OFF. LEFT PACK LIGHT STAYED ON UNTIL TOUCHDOWN. *S/D* APU WAS NOT RUNNING DURING THE EVENT. RAN NUMBER ONE ENGINE AND FOUND NO LEAKS. A RESISTANCE CHECK WAS ALSO PERFORMED ON THE DETECTOR LOOP. ALL RESISTANCES WERE FOUND TO BE WITHIN TOLERANCE. SYSTEM CHECKED OK.									
2613 UALA	934UA 26662	BOEING 737522	GE CFM56*			OVERHEAT LIGHT	ILLUMINATED RT WING/BODY		3/16/98 98UAL900116
RIGHT WING BODY OVERHEAT INDICATION.									
2730 IU6R		BOEING 737*			401602723	HOUSING 401606223	PITTED ELEV FEEL COMP		2/19/98 98ZZZX1280
ELEVATOR FEEL COMPUTER HAS EXCESSIVE PITTING AT SEALING, THREADED, AND INTERIOR SURFACES.									
2740 IU6R		BOEING 737*				SPRING 69778551	BROKEN STAB TRIM GRBOX	17774	3/6/98 98ZZZX1277
STABILIZER TRIM GEARBOX SPRINGS P/N 69-77855-1 ARE BROKEN. SUSPECT IMPROPER HEAT TREAT OR INCORRECT ALLOY. SUBMITTER RECOMMENDATIONS: SPRINGS P/N 69-77855-1 SHOULD BE REPLACED WITH P/N 69-77855-2 SPRINGS.									

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2761 UALA	9017U 19055	BOEING 737222	PWA JT8D7B		65448511	ACTUATOR	CRACKED SPOILER		11/14/97 97UAL900824
FLIGHT CREW NOTED THAT THE HYDRAULIC SYSTEM 'A' QUANTITY AND PRESSURE WAS ZERO AFTER LANDING. *S/D* THE RIGHT INBOARD GROUND SPOILER HOUSING WAS FOUND TO BE CRACKED. THE ACTUATOR WAS REPLACED. SINCE THE REPLACEMENT, THERE HAVE NOT BEEN ANY HYDRAULIC PROBLEMS.									
2761 UALA	202UA 24717	BOEING 737322	GE CFM56*		654456115	ACTUATOR	FAILED NR 3 SPOILER		3/29/98 98UAL900131
LOSS OF 'A' SYSTEM HYDRAULIC FLUID. FLUID LEVEL DOWN TO 36 PERCENT. TURNING OFF EMDP STOPPED FLUID LOSS. IN CRUISE WITH EMDP OFF, THE EDP LOW PRESS LIGHT BEGAN TO FLICKER AND 'A' SYSTEM PRESSURE FLUCTUATED, ONE TIME DROPPING BELOW 2000 PSI. QUANTITY WAS OBSERVED AT 30 PERCENT. *S/D* THE NUMBER 3 FLIGHT SPOILER WAS FOUND TO BE LEAKING. THE ACTUATOR WAS REMOVED AND REPLACED. SINCE THE REPLACEMENT, THE AIRPLANE HAS NOT HAD ANY HYDRAULIC SYSTEM FLUID LOSS PROBLEMS.									
2780 F3LA	307FL 28760	BOEING 73736Q				BOLT NAS11048	MISSING LE FLAPS		2/15/98 F3LA98003
*****	SEA - FLT 640 - AIR TURN BACK. FLIGHT CREW REPORTED LEADING EDGE FLAPS/SLATS WOULD NOT FULLY RETRACT WHEN TRAILING EDGE FLAPS SELECTED TO '0' DEGREES. MAINTENANCE FOUND BOLT (P/N NAS1104-8), NUT (P/N NAS6794W), AND WASHER (P/N 960D416) MISSING FROM THE LEADING EDGE CONTROL VALVE (REF: BOEING 737-300 PARTS CATALOG 27-81-81-01). REPLACED NUT AND BOLT ASSEMBLY, RAN OPERATIONAL CHECK PER MM 27-81-00, PAGE 501, AND SYSTEM CHECKED OKAY. NOTE: 'THE BOLT IN QUESTION WAS LYING LOOSE IN THE PANEL AREA OF THE CONTROL VALVE WITH NO NUT OR WASHER IN SIGHT. THE BOLT CAME OUT OF THE ACTUATOR. TIME ON THE AIRCRAFT - LESS THAN 100 HOURS OUT OF BOEING, A NEW ONE. AEG, MIDO SAF5-300 ALERTED.....'. (X)								
2932 UALA	363UA 24532	BOEING 737322	GE CFM56*		AMATEK ST107R	TRANSMITTER SR2C7PL02	FAILED B-HYD SYST		2/19/98 98UAL900073
AFTER THE GEAR WAS RAISED, THERE WAS A 'B' SYSTEM HYDRAULIC PRESSURE LOSS. *S/D* REPLACED 'B' SYSTEM PRESSURE TRANSMITTER. HYDRAULIC SYSTEM CHECKS NORMAL AFTER REPLACEMENT.									
3230 IU6R		BOEING 737201			65445815	HOUSING ASSY 654458211	CRACKED HYD MOD PACK	39951	3/19/98 98ZZZX1365
HYDRAULIC MODULE PACK HOUSING WALL BETWEEN TWO SHUT-OFF VALVES CRACKED. HOUSING CRACKED DURING NORMAL OPERATION. SUBMITTER STATED THIS IS A RECURRING PROBLEM AND RECOMMENDED A STRONGER HOUSING BE MANUFACTURED AS A REPLACEMENT.									
3240 TSAA	808AL 23445	BOEING 7372T4				BRAKE 26066724	LEAKING NR 3		3/8/98 TSAA9832162
FLT 90 - HNL-KOA - AFTER TAKEOFF WITH GEARS AND FLAPS COMING UP, SYSTEM 'A' HYDRAULIC QUANTITY WAS DECREASING'. LANDED 26R WITHOUT INCIDENT. TOWED TO GATE. MAINTENANCE FOUND NR 3 BRAKE LEAKING. REPLACED NR 3 BRAKE ASSY AND REPLENISHED HYDRAULIC FLUID, OPS AND LEAK CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3246 UALA	388UA 24663	BOEING 737322	GE CFM56*		TIMKEN BEA730000059	BEARING	MISINSTALLED NR 3 MLG WHEEL		12/8/97 97UAL900863
*****	ON ARRIVAL, FOUND THAT NR 3 MAIN TIRE ASSEMBLY WAS MISSING, BUT BRAKE ASSEMBLY AND ALL WHEEL RETAINING HARDWARE WAS IN PLACE. THE INNER BEARING IS ON THE AXLE BUT DAMAGED AND MOST OF THE OUTER BEARING IS GONE. *S/D* WHEEL/TIRE ASSEMBLY DEPARTED AIRCRAFT ON TAKEOFF FROM SMF. AIRCRAFT LANDED WITHOUT INCIDENT AT LAX. INVESTIGATION REVEALED THAT INCORRECT BEARING INSTALLATION CAUSED FAILURE DUE TO A BUILD-UP OF ADVERSE TOLERANCES. WHEEL/TIRE ASSEMBLY, BRAKE ASSEMBLY, AXLE SLEEVE AND AXLE NUT WERE REPLACED DUE TO DAMAGE.								
3246 A3L3		BOEING 7373A4			BENDIX 26066712	BOLT 2602540	BROKEN WHEEL		3/19/98 A3L3980302
WHEEL INSPECTION FOUND BROKEN BOLT. (X)									
3350 F3LA	205AU 19421	BOEING 737201				WIRING	LOOSE CABIN		3/17/98 F3LA98009
PHX - DURING SERVICE CHECK, MAINTENANCE REPORTED FLOOR PROXIMITY LIGHTING AT ROW 4 A, B, C INOPERATIVE. MAINTENANCE REPAIRED WIRING AND SECURED WIRING HARNESS AND SYSTEM CHECKED OK. (M)									

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3350 DALA	306DL 23078	BOEING 737232				POWER SUPPLY BPS73	INOPERATIVE CABIN		4/2/98 DL73K980717
EMERGENCY LIGHTS SEAT ROW 5 TO 20 WILL NOT EXTINGUISH. REPLACED M9013 BATTERY PACK AND POWER SUPPLY, OPN NML.									
3350 PIDA	487GS 19600	BOEING 737247				PIN	BENT CABIN		2/22/98 98ZZZM403
RIGHT EXTERIOR EMERGENCY EXIT LIGHT INOP. FOUND ON AMPLIFIED PREFLIGHT. STRAIGHTENED PINS ON RT BATTERY PACK CHARGER. (M)									
3350 PIDA	487GS 19600	BOEING 737247				LAMP MS1557081	FAILED CABIN		2/22/98 98ZZZM402
RIGHT EXTERIOR EMERGENCY EXIT LIGHTS INOP. FOUND ON AMPLIFIED PREFLIGHT. RELAMPED EMERGENCY LIGHT IAW BOEING MM 33-51-22. (M)									
3350 E9WA	221US 20454	BOEING 7372H5				SPLICE 320559	BROKEN CABIN		2/26/98 98ZZZM401
ON OVERNIGHT CHECK, FOUND ROW 2 EMERGENCY LIGHT INOP. FOUND BUTT SPLICE BROKEN. REINSTALLED NEW SPLICE, OPS CHECK OK. (M)									
3350 F3LA	270FL 22733	BOEING 7372L9				BATTERY PACK 6104789	DISCHARGED CABIN		3/18/98 F3LA98008
DEN - DURING SERVICE CHECK, MAINTENANCE REPORTED EMERGENCY LIGHTS INOPERATIVE AT RIGHT OVERWING AND AFT OF RIGHT WING POSITIONS. REPLACED BATTERY PACK AND SYSTEM CHECKED OK. (M)									
3350 ASAA	784AS 28199	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		3/4/98 ASAA9840044
SEA - DURING MAINTENNCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE AT ROWS 15 THROUGH 17. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (X)									
3432 UALA	359UA 24452	BOEING 737322	GE CFM56*		COLLINS	GLIDE SLOPE 6223257008	MALFUNCTIONED LT COCKPIT		10/24/97 97UAL900794
CAPTAIN'S ILS GLIDE SLOPE WAS INOPERATIVE. *S/D* CAPTAIN'S VHF NAV RECEIVER WAS CAUSE FOR NR 1 ILS GLIDE SLOPE BEING INOPERATIVE. NR 1 VHF NAV RECEIVER WAS REPLACED, THEN SYSTEM TESTED OK ON DFCS QUICK TEST AND UP-LEFT/DN-RIGHT TEST. SHOP REPORTED THE GLIDE SLOPE OPERATION TESTED NORMAL, BUT THE GLIDE SLOPE SELF TEST WAS FAULTY.									
3451 USAA	300AU 23228	BOEING 737301				ILS RELAY D2723Q1	MALFUNCTIONED E/E COMPT		2/17/98 98ZZZM393
IAD - FLT 826 - ON APPROACH INTO DCA, BOTH LOCALIZERS WERE REPORTED TO BE INTERMITTENT AT 109.9 TWO ATTEMPTS WERE MADE WITH THE SAME RESULT. FLIGHT DIVERTED TO IAD WHEREAS BOTH LOCALIZERS WERE INTERMITTENT AT 109.3. RECEIVED ALTITUDE ALERT FROM TOWER ON APPROACH. BOTH ALTIMETERS READ 700 FEET. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE NR 2 VOR/ILS NAV RECEIVER, FLIGHT INSTRUMENT ACCESSORY UNIT AND THE NR 1 ILS RELAY. PERFORMED OPERATIONAL CHECK OF NAV SYSTEM PER MM 34-31-00. OPS CHECK GOOD. (M)									
3454 USAA	300AU 23228	BOEING 737301				NAV RECEIVER 20412343422	MALFUNCTIONED E/E COMPT		2/17/98 USAASB98044
IAD - FLT 826 - ON APPROACH INTO DCA, BOTH LOCALIZERS WERE REPORTED TO BE INTERMITTENT AT 109.9 TWO ATTEMPTS WERE MADE WITH THE SAME RESULT. FLIGHT DIVERTED TO IAD WHEREAS BOTH LOCALIZERS WERE INTERMITTENT AT 109.3. RECEIVED ALTITUDE ALERT FROM TOWER ON APPROACH. BOTH ALTIMETERS READ 700 FEET. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE NR 2 VOR/ILS NAV RECEIVER, FLIGHT INSTRUMENT ACCESSORY UNIT AND THE NR 1 ILS RELAY. PERFORMED OPERATIONAL CHECK OF NAV SYSTEM PER MM 34-31-00. OPS CHECK GOOD. (M)									
3454 USAA	300AU 23228	BOEING 737301				VOR ANTENNA DMN426	MALFUNCTIONED FUSELAGE		2/18/98 USAASB98045
PIT - FLT 8051 - ON APPROACH TO PIT ON LOC INTERCEPT, CREW LOST SIGNAL ON BOTH SIDES WITH FLIGHT DIERECTOR AND AUTOPILOT COUPLED. AFTER ACCOMPLISHING GO-AROUND, CREW DID THE APPROACH HAND FLOWN WITHOUT THE FLIGHT DIRECTOR AND EVERYTHING SEEMED NORMAL. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE FORWARD VOR ANTENNA AND THE NR 1 VOR/ILS NV RECEIVER. OPERATIONAL TEST NORMAL. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3454 USAA	300AU 23228	BOEING 737301				ACCESSORY UNIT 6552805379	MALFUNCTIONED E/E COMPT		2/17/98 98ZZZM392
IAD - FLT 826 - ON APPROACH INTO DCA, BOTH LOCALIZERS WERE REPORTED TO BE INTERMITTENT AT 109.9 TWO ATTEMPTS WERE MADE WITH THE SAME RESULT. FLIGHT DIVERTED TO IAD WHEREAS BOTH LOCALIZERS WERE INTERMITTENT AT 109.3. RECEIVED ALTITUDE ALERT FROM TOWER ON APPROACH. BOTH ALTIMETERS READ 700 FEET. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE NR 2 VOR/ILS NAV RECEIVER, FLIGHT INSTRUMENT ACCESSORY UNIT AND THE NR 1 ILS RELAY. PERFORMED OPERATIONAL CHECK OF NAV SYSTEM PER MM 34-31-00. OPS CHECK GOOD. (M)									
3454 USAA	300AU 23228	BOEING 737301				NAV RECEIVER 20412343422	MALFUNCTIONED E/E COMPT		2/18/98 98ZZZM391
PIT - FLT 8051 - ON APPROACH TO PIT ON LOC INTERCEPT, CREW LOST SIGNAL ON BOTH SIDES WITH FLIGHT DIRECTOR AND AUTOPILOT COUPLED. AFTER ACCOMPLISHING GO-AROUND, CREW DID THE APPROACH HAND FLOWN WITHOUT THE FLIGHT DIRECTOR AND EVERYTHING SEEMED NORMAL. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE FORWARD VOR ANTENNA AND THE NR 1 VOR/ILS NV RECEIVER. OPERATIONAL TEST NORMAL. (M)									
4900 UALA	315UA 23947	BOEING 737322	GE CFM56*			AIR DISTR	ODOR CABIN		12/2/97 97UAL900857
FUEL VAPOR IN CABIN DURING FUELING. SLIGHT SMELL FOR 3 LEGS. SMELL WAS STRONG AT DEN. *S/D* THE FUEL MANIFOLD WAS CRACKED NEAR THE NOZZLE AT THE TWO O'CLOCK POSITION ON THE APU. THE TWO O'CLOCK POSITION ON THE MAIN START FUEL NOZZLE WAS LEAKING. REPLACED THE FUEL MANIFOLD ASSEMBLY (P/N 4950084), THE MAIN FUEL NOZZLE (P/N 4500228A), AND THE GASKET. OPS CHECK WAS GOOD.									
5210 UALA	305UA 23666	BOEING 737322	GE CFM56*			MECHANISM	LACK OF LUBE PAX DOOR		2/18/98 98UAL900072
CABIN DOOR WARNING LIGHT ILLUMINATED. *S/D* CHECKED OPERATION OF DOOR 1L. CLEANED AND LUBED LATCH ROLLERS AND OPERATING MECHANISMS, DOOR OP CHECKED GOOD.									
5311 USAA	233US 22273	BOEING 737201				FRAME	CRACKED BS 294.5	46595	2/28/98 USAA980110
INT - DURING 'Q-3' CHECK VISUAL INSPECTION, FOUND .75 INCH CRACK IN BODY FRAME RADIUS BS 294.5, 5 INCHES BELOW S26R. INSTALLED FRAME REPAIR, REPAIRED PER SRM 51-40-3. (X)									
5311 TSAA	726AL 22426	BOEING 737297				FRAME 6546538551	CRACKED BS 597		3/5/98 TSAA9753169
DURING LAP JOINT INSPECTION, FOUND CRACKED FRAME AT STATION 597 BETWEEN 16L AND 17L. REMOVED AND REPLACED FRAME SECTION PER SRM 51-30-02. (M)									
5312 SWAA	332SW 23696	BOEING 7373H4				BULKHEAD	CRACKED BS 178		4/3/98 SWAA980494
DURING SCHEDULED D-CHECK, FOUND A 1 INCH CRACK AT BS 178 BULKHEAD AT WL 187, RBL 1. REPAIRED PER BOEING SRM AND TYPICAL REPAIR T1-353-057.									
5313 USAA	233US 22273	BOEING 737201				STRINGER	CRACKED BS 540	46595	2/28/98 USAA980109
INT - DURING 'Q-3' CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK AT 2 SKIN ATTACH FASTENER HOLES 5 INCHES TO 11 INCHES FOWARD OF BS 540 FRAME S15L STRINGER (FUSELAGE). INSTALLED STRINGER SPLICE, REPAIRED PER SRM 53-10-3 FIG 1 AND EA 43631. (X)									
5315 TSAA	726AL 22426	BOEING 737297				FLOORBEAM	CRACKED BS 706		2/20/98 TSAA9751163
DURING LAP JOINT INSPECTION, CRACK WAS FOUND ON CENTER LONGITUDINAL FLOORBEAM STATION 706, BL 0. REPAIRED IAW WITH SRM 51-40-02. (M)									
5315 TSAA	726AL 22426	BOEING 737297				FLOORBEAM	CRACKED BS 645		2/25/98 TSAA9753164
DURING LAP JOINT INSPECTION, CRACK WAS FOUND ON FLOORBEAM BS 645, LBL 40. REMOVED ANGLE FABRICATED REPAIR ANGLE PER SRM 51-10-1, ALODINED PART PER SRM 51-30-5, PRIMED REPAIR ANGLE PER SRM 51-10-2. INSTALLED REPAIR ANGLE AND FASTENERS PER SRM 51-30-2. (M)									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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5315 SWAA	332SW 23696	BOEING 7373H4				FLOORBEAM	CORRODED BS 294.5		4/3/98 SWAA980492
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM CORROSION AT BS 294.5, RBL 1 TO LBL 1, WL 208. REPAIRED PER BOEING SRM.									
5320 TSAA	726AL 22426	BOEING 737297				WEB 654654002	CRACKED BS 639		3/5/97 TSAA9751170
DURING LAP JOINT INSPECTION, FOUND CRACKED CHORD AT STATION 639 ALONG STRINGER 16R OF FRAME, INCLUDING WEB. REMOVED AND REPLACED WEB AND FRAME (CHORD) ASSY FROM 7R TO 18R AT STATION 639 PER SRM 51-30-02. (M)									
5320 TSAA	726AL 22426	BOEING 737297				CHORD 654654020	CRACKED BS 639		3/5/97 98ZZZM389
DURING LAP JOINT INSPECTION, FOUND CRACKED CHORD AT STATION 639 ALONG STRINGER 16R OF FRAME, INCLUDING WEB. REMOVED AND REPLACED WEB AND FRAME (CHORD) ASSY FROM 7R TO 18R AT STATION 639 PER SRM 51-30-02. (M)									
5320 TSAA	726AL 22426	BOEING 737297				SCUFF PLATE	CRACKED BS 465		2/20/98 TSAA9753166
DURING LAP JOINT INSPECTION, FOUND FORWARD CARGO DOOR SCUFF PLATE STRUCTURE CRACKED 1.5 INCH LONG ON BOTTOM LEFT SIDE AT STATION 465. REMOVED CRACKED AREA AND REPAIRED IAW SRM 51-40-3, FIGURE 1 AND SRM 51-30-02. (M)									
5320 TSAA	726AL 22426	BOEING 737297				SCUFF PLATE	CRACKED BS 450		2/20/98 TSAA9753165
DURING LAP JOINT INSPECTION, FOUND FORWARD CARGO DOOR SCUFF PLATE STRUCTURE CRACKED 2 INCH ON BOTTOM LEFT SIDE AT STATION 450. REMOVED CRACKED AREA AND REPAIRED IAW SRM 51-40-3, FIGURE 1, AND SRM 51-30-02. (M)									
5320 SWAA	332SW 23696	BOEING 7373H4				ANGLE	CORRODED BS 948		4/3/98 SWAA980495
DURING SCHEDULED D-CHECK, FOUND AFT CARGO FLOORBEAM ANGLE CORRODED AT BS 948. REPLACED PER BOEING SRM.									
5330 EF2R	CGWJE 20588	BOEING 737275				SKIN	CRACKED BS 992 TO 1016	51200	3/18/98 98ZZZX1377
CRACKS WERE FOUND IN THE FUSELAGE SKIN LAP LOWER ROW BETWEEN STA 992 AND STA 1016, STR 14R. REPAIRED PER DALFORT AEROSPACE, L.P. XEA X2-53-208 REV 1, DATED 3-6-98, AND 737 SRM 53-30-3, FIG 42. REF: FAA FORM 8110-3 DATED 3-12-98.									
5330 EF2R	CGWJE 20588	BOEING 737275				SKIN	CRACKED BUTT JOINT 1016	51200	3/18/98 98ZZZX1380
FUSELAGE SKIN CRACKED AT THE FOLLOWING LOCATIONS, BUTT JOINT 1016 STR 14L AND STR 10R. REPAIRED PER DALFORT AEROSPACE, L.P. XEA X2-53-204 DATED 2-18-98, AND 737 SRM 53-30-3, FIG 42. REF: FAA FORM 8110-3 DATED 2-25-98.									
5330 EF2R	CGWJE 20588	BOEING 737275				SKIN	CRACKED BS 927 TO 951	51200	3/18/98 98ZZZX1378
FUSELAGE SKIN IS CRACKED AROUND SEVERAL FASTENER HOLES IN THE LAP JOINT LOWER ROW AT STR 14R FROM STA 927 TO STA 951. REPAIRED PER DALFORT AEROSPACE, L.P. XEA X2-53-211 REV 1, DATED 3-16-98, AND BOEING SRM 53-30-3, FIG 42. REF: FAA FORM 8110-3 DATED 3-11-98.									
5330 EF2R	CGWJE 20588	BOEING 737275				SKIN	CRACKED BS 272, STR 19L	51200	3/18/98 98ZZZX1376
THE LOWER FUSELAGE WAS CRACKED AT STA 272, STR 19L. REPAIRED PER DALFORT AEROSPACE, L.P. XEA X2-53-203 REV 1, DATED 2-24-98, AND 737 SRM 53-30-3, FIG 42. REF: FAA FORM 8110-3 DATED 2-25-98.									

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5330 EF2R	CGWJE 20588	BOEING 737275				SKIN	CRACKED BS 300, STR 24L	51200	3/18/98 98ZZZX1375
CRACKS IN FUSELAGE SKIN AT STA 300, STR 24L. REPAIRED PER DALFORT AEROSPACE, L.P. XEA X2-53-202 DATED 2-12-98, AND 737 SRM 53-30-3, FIG 42. REF: FAA FORM 8110-3 DATED 2-23-98.									
5330 EF2R	CGWJE 20588	BOEING 737275				SKIN	CRACKED BS 1016, STR 4L	51200	3/18/98 98ZZZX1379
NUMEROUS FASTENER HOLES CRACKED IN FUSELAGE SKIN, STA 1016, STR 4L. REPAIRED PER DALFORT AEROSPACE, L.P. XEA X2-53-212 REV 1, DATED 3-20-98, AND SRM 53-30-3, FIG 42. REF: FAA FORM 8110-3 DATED 3-20-98.									
5330 TSAA	807AL 23443	BOEING 7372T4				SKIN	CRACKED BS 850		3/4/98 TSAA9853160
ON SERVICE CHECK, FUOND A FUSELAGE SKIN CRACK AT BS 850 STRINGER 21R. REPAIRED PER SRM 53-30-3 FIG 6. AIRCRAFT RETURNED TO SERVICE. (M)									
5610 UALA	342UA 24246	BOEING 737322	GE CFM56*		PPG	WINDSHIELD 5893543109	SHATTERED LT COCKPIT	23054	12/17/97 97UAL900885
CAPTAIN'S WINDSHIELD OUTER PANE SHATTERED. *S/D* REPLACED CAPTAIN'S WINDSHIELD.									
5610 ASAA	785AS 27628	BOEING 7374Q8				ROLLER	LOOSE LT COCKPIT		2/9/98 ASAA9840028
SEA - FLT 84 - PRIOR TO FLIGHT, THE CAPTAIN'S SLIDING WINDOW COULD NOT BE CLOSED. SECURED LOOSE ROLLER AT BOTTOM AFT SIDE OF WINDOW AND WINDOW OPERATED NORMALLY. (X)									
5711 TSAA	726AL 22426	BOEING 737297				SPAR	CORRODED LT WING		3/5/98 TSAA9757168
DURING LAP JOINT INSPECTION, FOUND WBL 92 LEFT WING L/E SPAR LEVEL 2 CORROSION 2 INCH BY 3 INCH ARUOND BOOST PUMP ATTACHMENT TO SPAR. REMOVED CORROSION IAW 57-10-01 AND 51-10-6. LIMITS FOUND TO BE ACCEPTABLE TO BOEING. REPAIRED IAW DRAWINGS SBX-SBA-98-0010TR AND SBX-SBA-98-0011RR AND APPROVED BY 8110-3 DATED 2/25/98. (M)									
5730 SWAA	332SW 23696	BOEING 7373H4				SKIN	GOUGED LT WING		4/3/98 SWAA980493
DURING SCHEDULED D-CHECK, FOUND LEFT WING FIXED L/E SKIN INTERNAL SURFACE GOUGED AT NR 1 SLAT I/B AUX TRACK CUTOUT. REPAIRED PER BOEING SRM.									
7260 TSAA	810AL 24031	BOEING 7372Y5	PWA JT8D9A			GEARBOX	LEAKING NR 1 ENGINE		1/6/98 TSAA9872040
FLT 247 - ITO-HNL - SHUT DOWN NR 1 ENGINE DUE TO LOW OIL PRESSURE. ENGINE WAS SHUT DOWN FOR APPROXIMATELY 12 MINUTES. DIVERTED TO OGG. SERVICED OIL (4 QTS). PULLED ENGINE OIL FILTER. CHECK OK. INSTALLED NEW OIL FILTER PER ENGINE MANUAL 72-61-00, PAGE 1005-1006. REINSTALLED COMBUSTION CHAMBER FUEL DRAG LINE. NO OIL IN LINE. REMOVED OIL PRESSURE DIFFERENTIAL LINE. MOTORED ENGINE. POSITIVE FLOW FROM OIL PUMP. OIL PRESSURE RISE AND OIL TEMP RISE. QIL QTY READS ZERO. REPLACED NR 1 ENGINE GEARBOX ASSY PER PWA MM 72-60. REPLACED OIL COOLER. PRECAUTIONARY LOW OIL QTY. AIRCRAFT RETURNED TO SERVICE. (M)									
7314 UALA	311UA 23672	BOEING 737322	GE CFM56*			FUEL PUMP 708600	FAILED NR 2 ENGINE	2892	12/3/97 97UAL900858
NUMBER 2 ENGINE FLAMED OUT IN FLIGHT. *S/D* THE FUEL PUMP SUFFERED FOD DAMAGE FROM A WASHER. THE FUEL PUMP WAS REPLACED. OPS CHECK WAS GOOD.									
7510 DALA	369DL 21776	BOEING 7372S3	PWA JT8D15			ANTI-ICE	ODOR ENGINE		4/2/98 DL73E980720
AT 25,000, AN ELECTRICAL SMELL WAS NOTED IN ENTIRE AIRCRAFT WHEN ENGINE ANTI-ICE WAS TURNED ON. SMELL WENT AWAY WHEN ENGINE ANTI-ICE TURNED OFF. RAN ENGINES AND PACKS, INSPECTED FOR SOURCE, NO TROUBLE FOUND.									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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7602 UALA	918UA 25385	BOEING 737522	GE CFM56*			FUEL LEVER	OUT OF POSITION NR 2 ENGINE		12/25/97 97UAL900894
SMOKE AND FIRE FROM NR 2 ENGINE. CREW SHUT DOWN, BUT DID NOT FIRE BOTTLE. *S/D* THE CREW INADVERTENTLY PUT THE FUEL LEVERS TO IDLE AND THEN BACK TO CUT-OFF PRIOR TO START. FUEL ACCUMULATED IN THE COMBUSTION CHAMBER. WHEN THE ENGINE WAS STARTED, SMOKE AND FLAMES EXITED THE TAIL PIPE. NO DAMAGE OCCURRED.									
7830 UALA	345UA 24249	BOEING 737322	GE CFM56*			UNLOCK LIGHT	ILLUMINATED LT/RT ENGINE		3/31/98 98UAL900133
BOTH THRUST REVERSER UNLOCK LIGHTS ILLUMINATED AFTER TAKEOFF.									
7931 UALA	304UA 23665	BOEING 737322	GE CFM56*			OIL LIGHT	ILLUMINATED NR 1 ENGINE		2/18/98 98UAL900080
THE NUMBER ONE ENGINE LOW OIL PRESSURE LIGHT CAME ON. AFTER AWHILE, THE OIL PRESSURE STARTED TO DROP. THE NUMBER ONE ENGINE WAS SHUTDOWN.									
7933 UALA	364UA 24533	BOEING 737322	GE CFM56*		LEWIS ENGINE 1122514	TEMP SENSOR	FAILED NR 1 ENGINE		2/11/98 98UAL900060
THE NUMBER 1 ENGINE OIL TEMPERATURE WAS IN THE HIGH END OF THE YELLOW BAND. THE TEMPERATURE FOLLOWS THE THROTTLE POSITION. ALL OTHER INDICATION WERE NORMAL. *S/D* REPLACED OIL TEMPERATURE BULB.									
2120 UIEA	522MC 21783	BOEING 7472D7B				AIR DISTRIBUTION	ODOR COCKPIT		1/28/98 UIEA9801
FRA/SHJ - FLT TG891 - AFTER TOP OF DESCENT, A STRONG ELECTRICAL SMELL WAS NOTED. FLIGHT DECK FAN WAS ON AT THE TIME FOR APPROX 10 MINUTES. FAN SWITCHED OFF. P6 CIRCUIT BREAKER PANEL (FRONT, BACK, AND UNDER F/E TABLE) WERE CHECKED FOR SMOKE AND ODORS. THE SMELL SEEMED PREDOMINANTLY TO COME FROM F/O SIDE, MORE FROM TOP OF HIS GLARESHIELD THAN UNDER. SMELL DISSIPATED APPROX 5 MINUTES AFTER TURNING FLT DECK FAN OFF. FAN RAN ON GROUND FOR APPROX 10 MINUTES WITH NO RECURRENCE. (X)									
2433 TWRA	608FF 19672	BOEING 747131				RECTIFIER	DISCONNECTED DC POWER		3/18/98 TWRA9813
AT ROTATE, ALL DC POWER WAS LOST. ONLY BATTERY POWER WAS NORMAL. FLIGHT DIVERTED IN VMC TO BGR NORMAL LANDING. RERACKED NR 1, NR 2, NR 3, AND ESS TR, FOUND ALL TR WERE DISCONNECTED FROM RACK. RAN ALL ENGINE IAW WITH MM 71-00-00. STEP 3. ALL SYSTEM CHECKED OK. (M)									
2565 UALA	177UA 24384	BOEING 747422	PWA PW4056		BF GOODRICH 7A14693	SLIDE	DAMAGED CABIN		3/23/98 98UAL900130
DURING THE SHOP OVERHAUL OF A SLIDE/RAFT REMOVED FOR TIME EXPIRATION THE RIGHT HAND GIRT ATTACHMENT, PART NUMBER 5A22883-2, WAS FOUND TO BE TEARING LOOSE FROM THE BOTTOM TUBE. SLIDE/RAFT SENT TO VENDOR FOR REPAIR.									
2781 UALA	157UA 20106	BOEING 747123	PWA JT9D7A			FLAP LIGHT	ILLUMINATED LE FLAPS		3/28/98 98UAL900127
LEADING EDGE FLAP LIGHTS STAYED ON DURING FLIGHT UNTIL CREW WENT FROM POSITION ONE, TO FLAP POSITION FIVE. GREEN LIGHT THEN CAME ON AND STAYED ON THROUGH LANDING.									
2820 TWRA	607PE 20011	BOEING 747238B				CHECK VALVE 2172005	STUCK OPEN NR 2 MAIN TANK		3/15/98 TWRA9812
IN CRUISE, ON CENTER TANK TO ALL ENGINE FUEL FEED, FUEL MIGRATED INTO NR 2 MAIN TANK AT RATE OF 1800 LBS PER HR, ALL FOUR CROSS FEEDS OPEN, 1 AND 4 MAIN BOOST PUMPS OFF, 2 AND 3 CENTER WING PUMPS ON FOR TROUBLESHOOTING. TURNED OFF NR 2 MAIN FORWARD AND AFT PUMPS ONE AT A TIME. THE NR 2 MAIN FORWARD 'PRESS' LIGHT DOES NOT COME ON WITH THE PUMP SWITCH OFF. ALL OTHER INDICATIONS NORMAL. AIR TURN BACK TO JED. REMOVED AND REPLACED NR 2 FORWARD BOOST PUMP DISCHARGE PORT CHECK VALVE IAW MM 28-22-03. OPS CHECK AND LEAK CHECK OK. (M)									

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2911 P5CA	857FT 20246	BOEING 747132				ACCUMULATOR 26604725	FAILED BS 1380		3/31/98 P5CA9800746
BRAKE ACCUMULATOR LOWER CAP BROKEN OFF COMPLETELY. REMOVED AND REPAIRED BRAKE ACCUMULATOR PER MM 32-41-09. PRECHARGED ACCUMULATOR PER MM 12-15-09. SYSTEM TESTS NORMAL PER MM 32-41-00.									
3150 NWAA	619US 21321	BOEING 747251F				WIRING	FAILED J-BOX 41		4/6/98 9806066719
DURING TAKEOFF, THE AURAL WARNING HORN SOUNDED. AIRCRAFT ABORTED TAKEOFF AND RETURNED TO THE GATE. REPAIRED WIRING IN J-BOX 41, OPERATIONAL CHECK GOOD.									
3230 IU6R		BOEING 747124			65B015398	HEAD ASSY 65B015648	PITTED TILT ACTUATOR		3/11/98 98ZZZX1363
MAIN LANDING GEAR TILT ACTUATOR BEYOND REPAIRABLE LIMITS DUE TO PITTING ON HEAD ASSY.									
3230 IU6R		BOEING 747124			65B015398	BEARING 65B015661	PITTED TILT ACTUATOR		3/11/98 98ZZZX1364
MAIN LANDING GEAR TILT ACTUATOR BEYOND REPAIRABLE LIMITS. PITTING ON END BEARING.									
3231 IU6R		BOEING 747121			PARKERHANFIN 2670296	VALVE BODY 2672232	LEAKING NLG DOOR SEQ		2/18/98 98ZZZX1278
NLG SEQUENCE VALVE LEAKING FROM PIN HOLE IN BODY.									
3231 IU6R		BOEING 747121			2670296	VALVE BODY 267222	LEAKING NLG DOOR SEQ		6/4/98 98ZZZX1279
NLG SEQUENCE VALVE LEAKING FROM PIN HOLE AT BASE OF DN PORT.									
3350 UALA	4723U 19882	BOEING 747122	PWA JT9D7A			LIGHTS	MALFUNCTIONED CABIN		12/13/97 97UAL900870
CABIN EMERGENCY LIGHTS COME ON WHEN COCKPIT SWITCH IS ARMED. *S/D* CAUSED BY 400HZ NOISE PICKED UP ON THE CONTROL LINES FOR THE EMERGENCY LIGHTS. CORRECTIVE ACTION WILL BE ADDING TERMINATION RESISTORS TO THE LINES PER COA 8-4608.									
3350 UALA	4732U 19927	BOEING 747122	PWA JT9D7A			BATTERY PACK	DISCHARGED CABIN		2/18/98 98UAL900077
EMERGENCY LIGHTS AT 4 LEFT AND RIGHT ARE ON WHEN SWITCH IS ARMED. *S/D* PROBLEM WAS RESOLVED WHEN THE BATTERY PACK WAS REPLACED. PROBABLE CAUSE WAS DEGRADATION OF THE NICAD BATTERIES.									
3350 TWRA	616FF 21939	BOEING 747212B				BATTERY CHARGER PRS1B	TRIPPED CABIN		3/4/98 TWRA9811
AFTER PUSH BACK, 'E' ZONE EMERGENCY LIGHTS ON, UNABLE TO RESET. REMOVED AND REPLACED BATTERY CHARGER 'E' ZONE LEFT REAR. OPS CHECK OK PER MM 33-51-00. (M)									
3350 UALA	165UA 21658	BOEING 747238B	PWA JT9D7J			BATTERY PACK	DISCHARGED CABIN		2/18/98 98UAL900076
PER CREW, EMERGENCY LIGHTS ILLUMINATED ROWS 13 TO 17. CYCLING CIRCUIT BREAKER AND FLIGHT DECK SWITCH, NO HELP. *S/D* PROBLEM WAS RESOLVED WHEN THE BATTERY PACK WAS REPLACED. PROBABLE CAUSE WAS DEGRADATION OF THE NICAD BATTERIES.									
3350 TWRA	610FF 20501	BOEING 747282B				LIGHT	INOPERATIVE CABIN		3/20/98 TWRA9814
PRIOR TO DEPARTURE, FORWARD OF 'E' ZONE RT SIDE 'E' PATH LIGHT INOP. FOUND RT 'E' ZONE LIGHTS EGRESS CONNECTION TO GALLEY WET, DRIED CONNECTION. OPS CHECK OK PER MM 33-59-00 PAGE 501. (M)									

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3350 NWAA	667US 24222	BOEING 747451				WIRING	FAILED CABIN		4/4/98 9805956307
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM ROWS 2AB TO 4AB. REPAIRED WIRING, OPERATIONAL CHECK GOOD.									
3610 P5CA	850FT 19755	BOEING 747122				ISOLATION VALVE 39831021	INOPERATIVE LEFT		3/31/98 P5CA9800748
LOW DUCT PRESS ON LEFT WING DURING START. ISOLATION VALVE DOES NOT CLOSE. REMOVE AND REPLACED ISOLATION VALVE. OPS CHECK GOOD IAW MM 36-11-07.									
5311 CKSA	703CK 19727	BOEING 747146				FRAME	CORRODED BS 400-420		2/24/98 CKSA98080
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION ON LOWER INNER SIDE WINDOW FRAME RT SIDE STA 400 TO 420. REMOVED FRAME AS PER SRM 51-30-02. FOUND CORROSION OUT OF LIMITS. REPLACED NEW WINDOW FRAME BETWEEN STA 400 TO 420 RT SIDE IAW B747 SRM 51-10-06, 51-30-02, 51-10-1. CORROSION TASK CARD NUMBER C53-210-03. NON-ROUTINE TASK CARD NUMBER 14758.									
5311 CKSA	703CK 19727	BOEING 747146				FRAME	CRACKED BS 520		2/24/98 CKSA98036
DURING CPCP INSPECTION FOUND LFT SIDEWALL AREA, BS 520, FRAME CRACKED ALONG PREVIOUS DOUBLER REPAIR (REFERENCE: BETWEEN S31L AND S32L AREA). REMOVED PREVIOUS DOUBLER IAW B747 SRM 51-30-02. PERFORMED HFEC ON WEB PER BOEING SRM 53-10-04 END OF CRACK VERIFIED AND MARKED. VERIFIED CRACK CONTAINED AFTER STOP DRILL. REPAIRED IAW SRM 53-10-04. CORROSION TASK CARD NUMBER C53-110-01 PART 2 OF 5. NON-ROUTINE TASK CARD NUMBER 12511.									
5311 NWAA	619US 21321	BOEING 747251F				FRAME	CRACKED BS 380		3/2/98 9805646719
DURING PERIODIC CHECK, FOUND CRACK IN FRAME 380 AT STR 23L. REPAIRED PER EA 67-155568.									
5314 P5CA	857FT 20246	BOEING 747132				KEEL BEAM	DAMAGED BS 1380		3/31/98 P5CA9800745
SHEET METAL DAMAGE TO UPPER KEEL BEAM WEB AT STATION 1380 IN THE RIGHT BODY WHEEL WELL. REPAIRED DAMAGED SECTION BY CUTTING DOUBLERS AND TRIPLERS PER PAC MA 5310-24:01.									
5314 P5CA	857FT 20246	BOEING 747132				KEEL BEAM	DAMAGED BS 1380		3/31/98 P5CA9800747
SHEET METAL DAMAGE TO LOWER KEEL BEAM AREA AND LOWER WEB AT STA 1380 RT BODY WHEEL WELL. REPAIRED DAMAGED SECTION BY CUTTING OUT DAMAGE AND FABRICATION FILLERS, DOUBLERS AND TRIPLERS AND REPLACING PER PAC MA NR 5310-24:10.									
5315 CKSA	703CK 19727	BOEING 747146				FLOORBEAM	CORRODED BS 580/760		2/24/98 CKSA98070
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, BETWEEN BS 580 AND BS 760 AT FLOOR CENTER AREA, FLOORBEAM PLUS TWO FLOOR AUXILIARY CHANNEL SUPPORTS PLUS WATER CONNECTOR FITTINGS AND FRAME SUPPORTS CORRODED. REMOVED CORROSION ON FLOORBEAM FS 660 AND FOUND TO BE OUT OF LIMITS IAW SRM 51-10-01 AND 53-10-01. REPAIRED FLOORBEAM IAW B747 SRM 53-10-07. SEEM M40'S 14767 AND 14768 FOR AUXILIARY CHANNEL SUPPORTS WATER FITTINGS AND FRAME SUPPORTS. CORROSION TASK CARD NUMBER C53-210-03 PART 3 OF 4. NON-ROUTINE TASK CARD NUMBER 12891.									
5315 CKSA	703CK 19727	BOEING 747146				FLOORBEAM	CRACKED BS 1394		2/24/98 CKSA98067
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FLOORBEAM WEB CRACKED AT BS 1394 RBL 125. REMOVED AND REPLACED CRACKED WEB IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 12863.									
5315 CKSA	703CK 19727	BOEING 747146				FLOORBEAM	CORRODED BS 1660		2/24/98 CKSA98079
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION ON FLOORBEAM UPPER CHORD AT STA 1660 LBL 15. REMOVED CORROSION ON FLOORBEAM UPPER CHORD AT BS 1660 LBL 15 IAW B747 SRM 51-10-01. FOUND OUT OF LIMITS IAW B747 SRM 53-10-01. CUT OUT DAMAGED AREA IAW B747 SRM 53-10-07 FIG 9. INSTALLED REPAIR SPLICES IAW SRM 53-10-07 FIG 9. CORROSION TASK CARD NUMBER C53-210-01. NON-ROUTINE TASK CARD NUMBER 14755.									

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5320 CKSA	703CK 19727	BOEING 747146				ANGLE	CORRODED BS 2330	2/24/98	CKSA98056
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FS 2330 LBL15 LAV DRAIN TUBE ATTACH ANGLE UNDERSIDE CORRODED. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-01. REMOVED AND REPLACED ANGLE IAW B747 SRM 51-10-01. CORROSION TASK CARD NUMBER C53-210-01 PART 4 OF 8. NON-ROUTINE TASK CARD NUMBER 12797.									
5320 CKSA	703CK 19727	BOEING 747146				SUPPORT	CORRODED BS 1920	2/24/98	CKSA98081
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, BS 1920 LBL 23 FLOOR SUPPORT CORRODED. CORROSION FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-1. CUT OUT DAMAGED SECTION OF FLOOR SUPPORT IAW B747 SRM 51-40-4 FIG 2. INSTALLED FLOOR SUPPORT AND SPLICES IAW B747 SRM 51-40-4. CORROSION TASK CARD NUMBER C53-110-01 PART 3 OF 5. NON-ROUTINE TASK CARD NUMBER 14760.									
5320 CKSA	703CK 19727	BOEING 747146				INTERCOSTAL	CORRODED BS 1700	2/24/98	CKSA98042
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION ON INTERCOSTAL WEB AFT OF BS 1700 AT S-30L. CORROSION OUT OF LIMITS IAW B747 SRM 53-10-1. INSTALLED REPAIR IAW B747 SRM 51-40-2. CORROSION TASK CARD NUMBER C53-110-01 PART 3 OF 5. NON-ROUTINE TASK CARD NUMBER 12579.									
5320 CKSA	703CK 19727	BOEING 747146				STIFFENER	CORRODED BS 1480	2/24/98	CKSA98049
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FS 1480 AFT SIDE WEB LWR STIFFENER AT LBL 97 CORRODED FILLET AREA. REMOVED CORROSION IAW B747 SRM 51-10-01 FOUND OUT OF LIMIT. REMOVED AND REPLACED CORRODED STIFFENER IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-190-01 PART 1 OF 2. NON-ROUTINE TASK CARD NUMBER 12766.									
5320 CKSA	703CK 19727	BOEING 747146				SUPPORT 603127	CORRODED BS 2280-2300	2/24/98	CKSA98060
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FLOORBOARD SUPPORT AT RBL 64 BETWEEN 2280 AND 2300. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND OUT OF LIMITS AS PER SRM 53-10-01. REMOVED AND REPLACED SUPPORT WITH EXTRUSION IAW SRM 51-10-01. CORROSION TASK CARD NUMBER C53-210-01 PART 4 OF 8. NON-ROUTINE TASK CARD NUMBER 12807.									
5320 CKSA	703CK 19727	BOEING 747146				ANGLE	CORRODED FUSELAGE	2/24/98	CKSA98047
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, LITE SURFACE CORROSION AFT OF NR 2 DME. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-01. REMOVED AND REPLACED ATTACH ANGLE IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-190-01 PART 2 OF 2. NON-ROUTINE TASK CARD NUMBER 12747.									
5320 CKSA	703CK 19727	BOEING 747146				ANGLE	CORRODED BS 1920	2/24/98	CKSA98046
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION ON ANGLES AND STRAPS ATTACHED TO TOP OF FRAME AT BS 1920 ABOVE S-41R. CORROSION ON ANGLES - 65B04866-2 AND 65B01856-80 OUT OF LIMITS IAW B747 SRM 53-10-1. REMOVED AND INSTALLED ANGLES IAW B747 SRM 51-30-2. CORROSION TASK CARD NUMBER C53-110-01 PART 3 OF 5. NON-ROUTINE TASK CARD NUMBER 12736.									
5320 CKSA	703CK 19727	BOEING 747146				SUPPORT	CORRODED BS 1160-1265	2/24/98	CKSA98041
DURING CPCP INSPECTION, FOUND CORROSION ON SEAT TRACK AND FLOOR SUPPORT FLANGES FROM BS 1160 TO 1265 RBL 11.33. REMOVED DAMAGED AREA AT BS 1265 RBL 11.33 AND FABRICATED PARTS IAW AIA/E/2732. INSTALLED SEAT TRACK IAW AIA/E/SKETCH 2732. CORROSION TASK CARD NUMBER C53-210-05 PART 1 OF 1. NON-ROUTINE TASK CARD NUMBER 12573.									
5320 CKSA	703CK 19727	BOEING 747146				ANGLE	CRACKED BS 500-520	2/24/98	CKSA98082
DURING CPCP INSPECTION, FOUND BS 500 TO 520 RBL 5 FLOOR SUPPORT ANGLE CRACKED. REMOVED AND REPLACED FLOOR SUPPORT ANGLE IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-01. NON-ROUTINE TASK CARD NUMBER 14770.									

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5320 CKSA	703CK 19727	BOEING 747146				SUPPORT	CORRODED BS 1920		2/24/98 CKSA98084
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, INTERGRAN CORROSION ON FLOOR SUPPORT (ATTACHED TO T-ANGLE) AT FS 1920 RBL 30.5. CORROSION FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-1. CUT OUT CORRODED FLOOR SUPPORT SECTION IAW B747 SRM 51-40-3. INSTALLED FLOOR SUPPORT AND SPLICE IAW B747 SRM 51-40-3. CORROSION TASK CARD NUMBER C53-110-01 PART 3 OF 5. NON-ROUTINE TASK CARD NUMBER 14782.									
5320 CKSA	703CK 19727	BOEING 747146				DOUBLER	CORRODED BS 1480		2/24/98 CKSA98050
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FS 1480 AFT WEB DOUBLER CORRODED LBL 97. REMOVED CORROSION IAW B747 SRM 51-10-01, FOUND OUT OF LIMIT. REMOVED AND REPLACED WEB DOUBLER IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-190-01. NON-ROUTINE TASK CARD NUMBER 12767.									
5320 CKSA	703CK 19727	BOEING 747146				SUPPORT	CORRODED BS 2320		2/24/98 CKSA98058
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FS 2320 AT FLOORBOARD SUPPORT HAS SEVERAL AREAS OF CORROSION. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-01. INSTALLED REPAIR PARTS IAW B747 SRM 51-40-04. CORROSION TASK CARD NUMBER C53-210-01 PART 4 OF 8. NON-ROUTINE TASK CARD NUMBER 12801.									
5320 CKSA	703CK 19727	BOEING 747146				T-ANGLE	CORRODED BS 1920		2/24/98 CKSA98078
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, CORROSION ON T-ANGLE BS 1920 ON TOP OF FLOORBEAM FROM RBL 40 TO LBL 53. CORROSION FOUND TO BE OUT OF LIMITS AT RBL 10 TO 42 AND LBL 20 TO 23 IAW B747 SRM 53-10-1. CUTOUT CORRODED T-ANGLE IAW B747 SRM 51-40-4. INSTALLED REPAIR PARTS IAW B747 SRM 51-40-04. CORROSION TASK CARD NUMBER C53-110-01 PART 3 OF 5. NON-ROUTINE TASK CARD NUMBER 14753.									
5320 CKSA	703CK 19727	BOEING 747146				BRACKETS	CORRODED BS 855		2/24/98 CKSA98064
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, MAIN CARGO FLOOR FS 855 LBL 11 TO 33 HAS CORRODED FLOOR SUPPORT BRACKETS 10 TO RT OF FLOOR CTR LINE RBL 10. REMOVED CORRODED FLOOR SUPPORT BRACKETS IAW B747 SRM 51-10-01. REPLACED FLOOR SUPPORTS IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-01 PART 3 OF 8. NON-ROUTINE TASK CARD NUMBER 12830.									
5320 CKSA	703CK 19727	BOEING 747146				ANGLE	CORRODED BS 2300-2320		2/24/98 CKSA98059
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FLOORBOARD ATTACH ANGLE RBL 70 BETWEEN FS 2300 AND 2320 HAS CORROSION. REMOVED AND REPLACED ATTACH ANGLE IAW B747 SRM 51-10-01. CORROSION TASK CARD NUMBER C53-210-01 PART 4 OF 8. NON-ROUTINE TASK CARD NUMBER 12806.									
5320 CKSA	703CK 19727	BOEING 747146				SUPPORT	CORRODED BS 2280-2345		2/24/98 CKSA98057
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FLOORBOARD SUPPORT FROM FS 2280 TO 2345 RBL 40 HAS CORROSION. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-01. REMOVED AND REPLACED FLOORBOARD SUPPORT IAW B747 SRM 51-10-01. CORROSION TASK CARD NUMBER C53-210-01 PART 4 OF 8. NON-ROUTINE TASK CARD NUMBER 12799.									
5320 CKSA	703CK 19727	BOEING 747146				ANGLE	CORRODED BS 2380		2/24/98 CKSA98053
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FS 2380 LT SIDE FLOORBOARD ATTACH ANGLE HAS AREAS OF CORROSION. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS AS PER B747 SRM 53-10-01. INSTALLED ATTACH ANGLE IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-01 PART 4 OF 8. NON-ROUTINE TASK CARD NUMBER 12793.									
5320 CKSA	703CK 19727	BOEING 747146				INTERCOSTAL	CORRODED BS 2345		2/24/98 CKSA98054
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FS 2345 INTERCOSTAL HAS CORROSION RBL45. REMOVED CORROSION FS 2345 INTERCOSTAL BL 45 IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS IAW SRM 53-10-01. REMOVED AND REPLACED INTERCOSTAL IAW B747 SRM 51-10-01. CORROSION TASK CARD NUMBER C53-210-01 PART 4 OF 8. NON-ROUTINE TASK CARD NUMBER 12795.									

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5320 CKSA	703CK 19727	BOEING 747146				SUPPORT	CORRODED BS 855		2/24/98 CKSA98063
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION UNDER MAIN CARGO FLOOR SUPPORTS FS 855 10 TO RT OF FLOOR CENTER LINE AND FWD. REMOVED AND REPLACED CORRODED FLOOR SUPPORT IAW B747 SRM 51-10-01. CORROSION TASK CARD NUMBER C53-210-01 PART 3 OF 8. NON-ROUTINE TASK CARD NUMBER 12829.									
5320 CKSA	703CK 19727	BOEING 747146				SUPPORT	CORRODED BS 855		2/24/98 CKSA98062
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION UNDER FLOOR PANELS AT FS 855 RBL 11 TO 33 APPROX 84 TO 105 FROM RT SIDE WALL ON FLOOR SUPPORTS. REMOVED AND REPLACED CORRODED FLOOR SUPPORTS IAW B747 SRM 51-10-01. CORROSION TASK CARD NUMBER C53-210-01 PART 3 OF 8. NON-ROUTINE TASK CARD NUMBER 12828.									
5320 CKSA	703CK 19727	BOEING 747146				ANGLE	CORRODED BS 2350		2/24/98 CKSA98055
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FS 2350 FLOOR SUPPORT ATTACH ANGLE HAS CORROSION LBL 10. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS AS PER B747 SRM 53-10-01. REPLACED IAW SRM 51-10-01. CORROSION TASK CARD NUMBER C53-210-01 PART 4 OF 8. NON-ROUTINE TASK CARD NUMBER 12796.									
5320 CKSA	703CK 19727	BOEING 747146				SUPPORT	CORRODED BS 640/660		2/24/98 CKSA98071
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, BETWEEN BS 640 AND BS 660, RBL 36, AUXILIARY CHANNEL FLOOR SUPPORT CORRODED. REMOVED CORROSION IAW B747 SRM 51-10-01. INSTALLED IAW B747 SRM 51-03-02. CORROSION TASK CARD NUMBER C53-210-01 PART 2 OF 8. NON-ROUTINE TASK CARD NUMBER 12895.									
5330 CKSA	703CK 19727	BOEING 747146				SKIN	CORRODED BS 1850		2/24/98 CKSA98045
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION ON INTERNAL SKIN AT UPPER FWD CORNER OF C-2 DOOR CUTOUT BS 1850. REMOVED CORROSION IAW B747 SRM 51-10-1. PERFORMED ULTRASONIC THICKNESS CHECK, MINIMUM NOMINAL THICKNESS .135. CORROSION FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-30-01. INSTALLED REPAIR PARTS PER B747 SRM 51-30-02 AND AIA/E/2735. CORROSION TASK CARD NUMBER C53-110-01 PART 3 OF 5. NON-ROUTINE TASK CARD NUMBER 12735.									
5330 CKSA	703CK 19727	BOEING 747146				SKIN	DAMAGED BS 2360		2/24/98 CKSA98075
DURING WALKAROUND INSPECTION FOUND LEVEL 2 CORROSION, LWR SKIN DAMAGED AND DRAIN BROKEN AT FS 2360 RBL 12 STR 49. CUT OUT DAMAGE AND MADE FILLER AND DOUBLER IAW AIA/E/2739 SKETCH. INSTALLED REPAIR IAW AIA/E/2739 SKETCH. NON-ROUTINE TASK CARD NUMBER 12917.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 1283-1335		2/24/98 CKSA98068
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION ON SEAT TRACK FLANGES AT RBL 11 BS 1283 TO 1335. REMOVED SEAT TRACK BS 1283 TO 1335 RBL 11 IAW SRM 51-30-02. REPLACED SEAT TRACK IAW B747 SRM 51-30-02 AND 51-10-01. CORROSION TASK CARD NUMBER C53-210-06 PART 1 OF 1. NON-ROUTINE TASK CARD NUMBER 12876.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 1820		2/24/98 CKSA98066
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, FS 1820 RBL 32 SEAT TRACK HAS CORROSION. REMOVED AND REPLACED SEAT TRACK FS 1820 RBL 32 IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-01 PART 4 OF 8. NON-ROUTINE TASK CARD NUMBER 12859.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 640-740		2/24/98 CKSA98072
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, BETWEEN BS 640 AND BS 740, LBL 20, FIRST LFT SEAT TRACK CORRODED AT FOUR DIFFERENT LOCATIONS. REMOVED SEAT TRACK, FOUND TO BE OUT OF LIMITS IAW SRM 51-30-02 AND 53-10-01. REPLACED SEAT TRACK IAW SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-01 PART 2 OF 8. NON-ROUTINE TASK CARD NUMBER 12896.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 660-780		2/24/98 CKSA98076
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, SEAT TRACK CORRODED BS 660 TO 780 RBL34. REMOVED AND INSTALLED SEAT TRACK IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-03 PART 3 OF 4. NON-ROUTINE TASK CARD NUMBER 14721.									

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5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 810-854	2/24/98	CKSA98061
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION UNDER MAIN CARGO FLOOR ON FLOOR SUPPORT AND SEAT TRACK AT FS 810 TO 854 APPROX 78 FROM RT SIDEWALL. REMOVED HAT CHANNEL BS 810 TO 854 RBL 35 IAW SRM 51-30-02. REPLACED HAT CHANNEL IAW B747 SRM 51-10-01 AND 51-30-02. REMOVED SEAT TRACK IAW B747 SRM 51-10-01 BS 810 TO 854. REPLACED SEAT TRACK IAW SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-01 PART 3 OF 8. NON-ROUTINE TASK CARD NUMBER 12824.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 520-600	2/24/98	CKSA98073
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, BETWEEN BS 520 AND BS 600, AT RBL 50, THIRD RT SEAT TRACK CORRODED. REMOVED SEAT TRACK, FOUND TO BE OUT OF LIMITS IAW B747 SRM 51-30-02 AND SRM 53-10-01. REPLACED SEAT TRACK IAW SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-01 PART 2 OF 8. NON-ROUTINE TASK CARD NUMBER 12903.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 1140-1160	2/24/98	CKSA98039
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION ON SEAT TRACK BS 1140 TO 1160 LBL 11.33. REMOVED AND REPLACED SEAT TRACK FS 1140 TO 1160 AND LBL 11.33 IAW B747 SRM 51-30-02. CORROSION TASK CARD NUMBER C53-210-05 PART 1 OF 1. NON-ROUTINE TASK CARD NUMBER 12571.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 1620-1660	2/24/98	CKSA98065
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, BETWEEN FS 1620 AND FS 1660 LBL 10 SEAT TRACK HAS CORROSION. REMOVED SEAT TRACK IAW B747 SRM 51-30-02. INSTALLED REPAIR SPLICE IAW SRM 53-10-05 FIG 1A. CORROSION TASK CARD NUMBER C53-210-01 PART 3 OF 8. NON-ROUTINE TASK CARD NUMBER 12851.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 1180-1265	2/24/98	CKSA98040
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION ON SEAT TRACK AND FLOOR SUPPORT FLANGES FROM BS 1180 TO 1265 LBL 11.33. REMOVED AND REPLACED SEAT TRACK FS 1180 TO 1265 LBL 11.33 IAW B747 SRM 51-30-02. CORROSION TASK CARD NUMBER C53-210-05 PART 1 OF 1. NON-ROUTINE TASK CARD NUMBER 12572.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 660-780	2/24/98	CKSA98077
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, SEAT TRACK CORRODED BS 660 TO 780 RBL11. REMOVED AND INSTALLED SEAT TRACK IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-03 PART 3 OF 4. NON-ROUTINE TASK CARD NUMBER 14722.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 620-660	2/24/98	CKSA98069
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, BETWEEN BS 620 AND BS 660, FROM RBL-10 TO RBL-40, BOTH SEAT TRACKS CORRODED. REMOVED SEAT TRACK BS 620 TO 660 RBL-40 BOTH SEAT TRACKS IAW B747 SRM 51-30-02. FOUND TO BE OUT OF LIMITS IAW SRM 53-10-01. INSTALLED NEW SEAT TRACK IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-03 PART 3 OF 4. NON-ROUTINE TASK CARD NUMBER 12889.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CRACKED BS 1000	2/24/98	CKSA98037
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, CRACK ON SEAT TRACK VERT FLANGE AT BS 1000 LBL 11.33. VERIFIED END OF CRACK WITH EDDY CURRENT. STOP DRILL END OF CRACK USING NR 10 DRILL BIT. INSTALLED REPAIR PARTS IAW DWG AIA/E/2731. CORROSION TASK CARD NUMBER C53-210-05. NON-ROUTINE TASK CARD NUMBER 12540.									
5347 CKSA	703CK 19727	BOEING 747146				SEAT TRACK	CORRODED BS 1020	2/24/98	CKSA98038
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION IN SEAT TRACK BS 1020 LBL 11.33. REMOVED AND REPLACED SEAT TRACK BS 1020 LBL 11.33 IAW B747 SRM 51-30-02. CORROSION TASK CARD NUMBER C53-210-05 PART 1 OF 1. NON-ROUTINE TASK CARD NUMBER 12541.									

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5512 CKSA	703CK 19727	BOEING 747146				PLATE	CORRODED RT HORIZ STAB		2/24/98 CKSA98074
DURING LINE MAINTENANCE INSPECTION FOUND PANEL O/B OF O/B ELEV ON LOWER SURFACE HAS SMALL AREA OF CORROSION. REMOVED AND INSTALLED CORRODED FILLER PLATE IAW B747 SRM 51-10-01 AND 51-30-02 W/O 210-674. NON-ROUTINE TASK CARD NUMBER 12915.									
5711 NWAA	619US 21321	BOEING 747251F				SPAR	CORRODED WS 1383		3/2/98 9805636719
DURING PERIODIC CHECK, FOUND CORROSION ON FRONT SPAR LOWER CHORD NEAR SUPPORT FITTING AT FSS 1383. REPAIRED PER EA 67-153232.									
5712 CKSA	703CK 19727	BOEING 747146				RIB	CORRODED WS 1010		2/24/98 CKSA98051
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION ON RT WING RIB STA 1010 OVER SLAT CAVITY ON RT SIDE OF RIB AND FWD TOP OF RIB. REMOVED CORROSION IAW SRM 51-10-01. CHECKED RIB THICKNESS FOUND MINIMUM NOMINAL .035 MAX NOMINAL THICKNESS .070 OUT OF LIMITS IAW SRM 57-20-01. REPAIRED IAW AIA/E/2742 SKETCH. CORROSION TASK CARD NUMBER C57-510-01 PART 2 OF 4. NON-ROUTINE TASK CARD NUMBER 12784.									
5720 CKSA	703CK 19727	BOEING 747146				BRACKET	CORRODED RT WING		2/24/98 CKSA98048
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, RT WING FWD FILLET RIB FS 840 BETWEEN STRINGER 47R AND 47L MOUNT BRACKETS HAVE CORROSION. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-01. REMOVED AND REPLACED MOUNT BRACKET IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-190-01 PART 2 OF 2. NON-ROUTINE TASK CARD NUMBER 12748.									
5720 CKSA	703CK 19727	BOEING 747146				STIFFENER 65B107831	CORRODED WS 1516		2/24/98 CKSA98052
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION. CORROSION RT WING NR 26 L/E FLAP STIFFENER (CTR) OTBD END BOTH SIDES. REMOVED AND REPLACED THE 65B10783-1 HAT SECTION IAW B747 SRM 51-30-02 AND 51-10-1. CORROSION TASK CARD NUMBER C57-510-01 PART 2 OF 4. NON-ROUTINE TASK CARD NUMBER 12789.									
5720 CKSA	703CK 19727	BOEING 747146				T-CHORD	CORRODED WING		2/24/98 CKSA98035
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, I/B CARRIAGE FWD ACCESS HOLE AFT EDGE CORRODED BETWEEN NUT PLATES AND T-CHORD. REPAIRED CORROSION DAMAGE TO T-CHORD IAW AIA EDR NR B4-05552 DATED 11-21-97. CORROSION TASK CARD NUMBER C57-560-10 PART 1 OF 2. NON-ROUTINE TASK CARD NUMBER 003741.									
5730 CKSA	703CK 19727	BOEING 747146				SKIN	CORRODED LT WING		2/24/98 CKSA98043
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, LT OVERWING SKIN AT WBL 128.45 HAS A 4 X 4 AREA OF CORROSION 2 FT 4 FWD OF MID SPAR. REMOVED CORROSION IAW B747 SRM 51-10-1. ULTRASONIC THICKNESS CHECK, MINIMUM NOMINAL THICKNESS .335 TO .340 IN 2 BY 2.5 AREA APPROX. REMOVED AND REPLACED BOLTS IAW B747 SRM 51-30-02 AND 51-30-04. REWORKED IAW EA B4-57-021. CORROSION TASK CARD NUMBER C53-190-01 PART 1 OF 2. NON-ROUTINE TASK CARD NUMBER 12598.									
5730 CKSA	703CK 19727	BOEING 747146				SKIN	CORRODED LT WING		2/24/98 CKSA98044
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, LT OVERWING SKIN AT WBL 128.45 HAS A 4 X 4 AREA OF CORROSION 2 FT FWD OF MID SPAR. REMOVED CORROSION IAW B747 SRM 51-10-1. ULTRASONIC THICKNESS CHECK, MINIMUM NOMINAL THICKNESS AT WING SKIN EDGE .195 TO .230 IN 2.5 BY 3 AREA APPROX. REMOVED AND REPLACED BOLTS IAW B747 51-30-02 AND 51-30-04. REWORKED IAW EA B4-57-021. CORROSION TASK CARD NUMBER C53-190-01 PART 1 OF 2. NON-ROUTINE TASK CARD NUMBER 12599.									
5753 CKSA	703CK 19727	BOEING 747146				FRAME	DAMAGED LT TE MIDFLAP		2/24/98 CKSA98034
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, TOP OF L/E JUST O/B OF O/B CARRIAGE PILLOWING. REMOVED DAMAGED UPPER STRAP (FRAME ASSY) IAW B747 SRM 51-30-02. INSTALLED NEW FRAME ASSY IAW B747 SRM 51-30-02. REPAIR ACCOMPLISHED USING B747 SRM 51-10-1 (REPLACEMENT OF PARTS). CORROSION TASK CARD NUMBER C57-560-10 PART 1 OF 2. NON-ROUTINE TASK CARD NUMBER 003739.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

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7200 UALA	4728U 19925	BOEING 747122	PWA JT9D7A			SWITCH 3F13513501	FAILED NR 3 ENGINE		1/25/98 98UAL900039
ENGINE BACKFIRE, POP DURING LANDING ROLL WITH ACCOMPANYING FLASH NOTICED FROM CABIN. NO ABNORMAL ENGINE INDICATIONS. *S/D* WHEN THE STALL IN REVERSE OCCURRED THE NR 4 ENGINE REVERSER WAS LOCKED AND DEACTIVATED SO IT WAS NOT USED FOR REVERSE AND COULD NOT HAVE STALLED IN REVERSE. HOWEVER, HNL ACCOMPLISHED STALL CHECKS ON ALL THE ENGINES NR 1, 2 AND 4 ENGINES CHECKED OK. NR 3 ENGINE FAILED THE RABS CHECK. FOUND THE RABS SWITCH FAULTY AND REPLACED SWITCH.									
7200 UALA	188UA 26877	BOEING 747422	PWA PW4056			ENGINE	BIRD STRIKE NR 4		1/6/98 98UAL900003
ON TAKEOFF ROLL CREW REPORTED BIRD STRIKE AND ABORTED TAKEOFF AT 130 KNOTS. *S/D* FOUND EVIDENCE OF BIRD STRIKE ON NR 4 ENGINE. INSPECTED ENGINE NO DAMAGE FOUND.									
7230 UALA	164UA 21657	BOEING 747238B	PWA JT9D7J			COMPRESSOR	STALLED NR 3 ENGINE		12/22/97 97UAL900890
2000 FT 190 KIAS 9 DEG NUMBER 3 ENGINE 1.40 EPR REDUCING TO CLIMB, HAD COMPRESSOR STALL. EGT WENT TO 990 DEG NO FIRE LIGHT OR NO AIRFRAME VIBRATION ENGINE SHUT DOWN BY ITSELF. DUMPED 140,000 LBS OF FUEL. *S/D* SUSPECT DETERIORATION OR DAMAGE TO HPC. AT THE TIME THIS RECORD WAS CLOSED HPC HAD NOT BEEN TORN DOWN FOR ANALYSIS.									
7230 UALA	176UA 24383	BOEING 747422	PWA PW4056			COMPRESSOR	DETERIORATED NR 1 ENGINE	15130 15130	12/2/97 97UAL900853
COMPRESSOR STALL ON TAKEOFF, SUSPECT NUMBER 1 ENGINE. ENGINE PARAMETERS APPEARED NORMAL. MAX EGT NOT NOTED. *S/D* ENGINE SURGED ON TAKEOFF DUE TO GENERAL DETERIORATION OF THE HIGH PRESSURE COMPRESSOR AND EXCESSIVE BLADE TIP CLEARANCES. REPLACED ENGINE.									
7261 P5CA	921FT 21575	BOEING 747283B				OIL TANK CAP 0979004001	MISSING NR 4 ENGINE		3/24/98 P5CA9800743
FOUND NR 4 ENGINE OIL CAP MISSING. INSPECTED ENG FOR CAP. DRAINED OIL AND SERVICED. INSTALLED NEW CAP, OPS AND LEAK CHECK OK IAW MM 79-11-00.									
7321 NWAA	603US 19780	BOEING 747151	PWA JT9D7A			FUEL CONTROL 7591001	FAILED NR 1 ENGINE	70856 10023	4/1/98 9805836603
DURING FINAL APPROACH AT 4000 MSL, THE NR 1 ENGINE FLAMED OUT. ONE RAPID RESTART WAS ATTEMPTED BUT WAS UNSUCCESSFUL. THE APPROACH AND LANDING WAS COMPLETED WITHOUT INCIDENT. MAINTENANCE INSPECTED THE INLET AND EXHAUST WITH NO TROUBLE FOUND. THE FUEL CONTROL AND 8TH STAGE PNEUMATIC CHECK VALVE WERE CHANGED. THE FOLLOW-UP ENGINE RUN WAS NORMAL.									
7830 UALA	194UA 26892	BOEING 747422	PWA PW4056			REVERSER LIGHT	ILLUMINATED NR 2 ENGINE		3/26/98 98UAL900124
ON TAKEOFF AT 138 KTS, AMBER NR 2 REVERSER CAME ON. ABORTED TAKEOFF.									
2121 NWAA	539US 26486	BOEING 757251				FAN 6067723	MALFUNCTIONED E/E COMPT		3/13/98 9806035639
FLIGHT ATTENDANT REPORTED ELECTRICAL ODOR IN THE FORWARD GALLEY AREA. FLIGHT DIVERTED TO DEN AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT RECIRCULATION FAN WITH A SERVICEABLE UNIT.									
2350 NWAA	547US 26494	BOEING 757251				MICROPHONE	FAILED LT COCKPIT		3/11/98 9806025647
RADIOS UNUSEABLE WITH CAPTAIN'S MIC SELECTED. AIRCRAFT RETURNED TO PHX AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE CAPTAIN'S HAND MIC WITH A SERVICEABLE UNIT.									
2421 AALA	687AA 25695	BOEING 757223				IDG	REQ'D SERVICE NR 1 ENGINE		2/19/98 AALA980369
DFW - FLT 70 - REPEAT ITEM 33 LEFT GEN CONTROL TRIPPED OFF AND CSD DRIVE LIGHT FLICKERED CONTINUOUSLY. DISCONNECTED LEFT IDG. CHECKED AND SERVICED NR 1 ENG IDG OIL. RECONNECTED IDG. RAN ENGINE. IDG OPS CHECK OK. NO LEAKS NOTED AT THIS TIME. (M)									

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2424 AALA	687AA 25695	BOEING 757223				GCU	FAILED LEFT		2/19/98 AALA980382
TAD - FLT 36 - LEFT GEN DRIVE EICAS ILLUMINATED 3 HR INTO FLIGHT LEFT GEN CON DROPPED OFF. INITIATED PROCEDURE IDG DISCONNECTED APU STARTED FINE AT FL410 CONTINUED FLIGHT WITH RIGHT GEN AND APU GEN. REPLACED LEFT GENERATOR CONTROL UNIT SERVICED IDG RAN ENGINE. ELEC OPS NORMAL. (M)									
2432 CALA	14115 27557	BOEING 757224				CHARGER 425404	INOPERATIVE APU	11324	4/7/98 CALA9800637
THE APU LOW OIL QUANTITY LIGHT AND APU DOOR EICAS MESSAGE ACTIVATED AFTER TAKEOFF. THE AIRCRAFT WAS RETURNED TO EWR. MAINTENANCE FOUND THE APU BATTERY CHARGER CIRCUIT BREAKER POPPED. THE CIRCUIT BREAKER WAS RESET AND APU DOOR CLOSED. MAINTENANCE CHECKED THE APU OIL QUANTITY AND DOOR OPERATION, BOTH CHECKED GOOD. THE APU BATTERY CHARGER WAS REMOVED AND REPLACED. THE APU WAS RUN AND OPERATION CHECKED GOOD WITH NO LEAKS NOTED.									
2530 DALA	654DL 24394	BOEING 757232				OVEN 831610403M0DA	BURNED GALLEY		4/3/98 DL757980726
MID GALLEY OVEN SMOKING. REPLACED OVEN.									
2560 UALA	511UA 24799	BOEING 757222	PWA PW2037		AIR CRUISERS D31038201	SLIDE D31038201	DISCONNECTED DOOR 1R		11/15/97 97UAL900822
NR 1 RT SLIDE ENGAGE LIGHT INOP. *S/D* RESECURED GIRT MECHANISM, OPS CHECKED NORMAL.									
2560 UALA	517UA 24861	BOEING 757222	PWA PW2037		BOEING 69599261	BRACKET 69599261	BROKEN DOOR 2L		10/2/97 97UAL900746
DOOR 2L SLIDE SUPPORT PLATFORM BRACKET BROKEN. *S/D* PROBABLE CAUSE WAS RIVET FAILURE CONNECTING BRACKET TO PLATFORM. REPLACED PLATFORM ASSEMBLY, RECHECKED ARM AND DISARM FUNCTION, AND OPS CHECKED GOOD.									
2564 UALA	586UA 26710	BOEING 757222	PWA PW2037		MARKETING MA GAR62002	HANDLE	BROKEN LIFE RAFT DOOR		12/28/97 97UAL900895
AT DEPARTURE CHECK, FLIGHT CREW DISCOVERED AFT RAFT OPEN LOCK HANDLE BROKEN. *S/D* CAUSE NOT DETERMINED. ACCOMPLISHED INTERIM REPAIR. OPERATIONAL CHECK OF HANDLE WITH INTERIM REPAIR OK. REPLACED HANDLE AT NEXT MAINTENANCE OPPORTUNITY.									
2565 UALA	520UA 24890	BOEING 757222	PWA PW2037		AIR CRUISERS D31042205	SLIDE D31042205	DISASSEMBLED DOOR 4R		11/29/97 97UAL900842
AT DEPARTURE TIME FOUND APPROXIMATELY 15 FEET OF GREEN CORD HANGING OUT OF DOOR 4R. SLIDE REPLACED. *S/D* CAUSE UNKNOWN. REPLACED DOOR SLIDE.									
2565 UALA	536UA 25156	BOEING 757222	PWA PW2037		AIR CRUISERS D31039202	VALVE 61199107	FROZEN SLIDE BOTTLE		12/12/97 36 97UAL900881
DURING THE SHOP OVERHAUL OF AN EVACUATION SLIDE REMOVED FOR EXPIRATION OF TIME, THE UNIT FAILED TO FLAT FIRE. MECHANIC PULLED THE FIRING LINE WITH A FORCE OF 20 LBS AND THE BOTTLE VALVE DID NOT OPEN. THE BOTTLE VALVE MANUFACTURER (CARLTON) HAS THE VALVE, (P/N 61199-107) (S/N 2136), UNDER INVESTIGATION.									
2565 UALA	549UA 25397	BOEING 757222	PWA PW2037			REGULATOR 525GPS	CORRODED EVAC SLIDE		11/25/97 48 97UAL900846
DURING SHOP OVERHAUL OF SLIDE REMOVED FOR EXPIRATION OF TIME THE REGULATOR VALVE AREA AND PISTON WAS FOUND TO BE BADLY CORRODED. REPLACED REGULATOR.									
2565 UALA	543UA 25698	BOEING 757222	PWA PW2037		AIR CRUISERS D31039202	VALVE 61199107	DEFECTIVE BOTTLE		12/5/97 35 97UAL900867
DURING ROUTINE SHOP MAINTENANCE, EVACUATION SLIDE FAILED TO INFLATE. UPON PARTIAL DISASSEMBLY OF THE BOTTLE VALVE BODY THE COUPLING PIN (P/N 10003-0005-293) WAS FOUND TO BE BADLY BENT AND SHAFT (P/N B18116-1) WAS SPREAD. THE BOTTLE VALVE WAS REPLACED.									
2565 UALA	578UA 26694	BOEING 757222	PWA PW2037			REGULATOR 525GPS	CORRODED EVAC SLIDE		11/25/97 36 97UAL900844
DURING SHOP OVERHAUL OF SLIDE REMOVED FOR EXPIRATION OF TIME THE REGULATOR BODY AREA WAS FOUND TO BE BADLY CORRODED. *S/D* REPLACED REGULATOR.									

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2565 UALA	581UA 26701	BOEING 757222	PWA PW2037		AIR CRUISERS D31393109	SLIDE DOOR D31393109	MISSING LT WING		10/16/97 97UAL900778
OVERWING ESCAPE SLIDE LOST IN FLIGHT. *S/D* FORWARD LATCH OF OFF WING ESCAPE SLIDE COMPARTMENT DOOR NOT LATCHED. TYPE II MAINTENANCE REPAIRS ACCOMPLISHED ON A/C. IMPLEMENTING SB 757-25-0182, OFF WING SLIDE COMPARTMENT DOOR LATCH MOD AND SENSOR RELOCATION.									
2565 UALA	587UA 26713	BOEING 757222	PWA PW2037			REGULATOR 525GPS	CORRODED EVAC SLIDE	11/25/97 36	97UAL900845
DURING SHOP OVERHAUL OF SLIDE REMOVED FOR EXPIRATION OF TIME THE REGULATOR BODY AREA, SPRING AND PISTON WERE FOUND TO BE CORRODED. REPLACED REGULATOR.									
2612 UALA	585UA 26709	BOEING 757222	PWA PW2037			FIRE DETECTOR 649302	FAILED LT ENGINE	1/25/98	98UAL900031
LEFT ENGINE HAD FIRE LP2 INDICATION. *S/D* FOUND LOWER CORE NUMBER 2 LOOP FAULTED. REPLACED THE DETECTOR ASSEMBLY AND THE SYSTEM OPERATIONALLY CHECKED NORMAL.									
2622 UALA	514UA 24839	BOEING 757222	PWA PW2037		KIDDE INC 892480U1	HANDLE 892480U1	BROKEN FIRE EXT	11/16/97	97UAL900823
LEAD SEAL BROKEN ON WATER FIRE EXTINGUISHER. *S/D* CHARGE HANDLE WAS FOUND FROZEN OPEN WITH CORROSION. REPLACED BOTTLE.									
2750 UALA	539UA 25223	BOEING 757222	PWA PW2037			FSEU 285N0011	FAILED TE FLAPS	2/21/98	98UAL900078
FLIGHT CREW UNABLE TO FULLY EXTEND FLAPS. DIVERTED TO LAX. *S/D* FOUND FAULTY FSEU NUMBER 1. REPLACED FSEU AND OPERATIONALLY CHECKED GOOD.									
2910 UALA	505UA 24626	BOEING 757222	PWA PW2037			HOSE AC11504K0232	RUPTURED LT MLG	12/16/97	97UAL900879
LANDED UNDER AMBER ALERT. LEFT HYDRAULIC QUANTITY DROPPED TO ZERO WITH ASSOCIATED WARNINGS THAT INDICATED TRUE HYDRAULIC LOSS IN THE LEFT SYSTEM. LEFT PUMPS SHUT DOWN. *S/D* REPLACED THE LEFT MLG DRAG BRACE DOWNLOCK ACTUATOR HOSE. THE HOSE WAS LEAKING WHERE THE BRAIDED PORTION SWAGES INTO THE END FITTING.									
2910 UALA	521UA 24891	BOEING 757222	PWA PW2037			HYDRAULIC SYST	FAILED LEFT	3/24/98	98UAL900121
FLIGHT DIVERTED TO LAX AND LANDED UNDER AMBER ALERT DUE TO LOSS OF LEFT HYDRAULIC SYSTEM.									
2910 NWAA	517US 23205	BOEING 757251	PWA			HYD LINE	DAMAGED LT HYD SYST	3/11/98	9805995517
ON DESCENT, LEFT HYDRAULIC SYSTEM LOST FLUID SUPPLY. ALTERNATE SYSTEMS WERE USED, AIRCRAFT LANDED IN SFO WITHOUT INCIDENT. MAINTENANCE FOUND THE ENGINE DRIVEN PUMP LINE DAMAGED. THE ENGINE DRIVEN PUMP, LINE AND FILTERS WERE REPLACED. RUN-UP, LEAK CHECK AND FUNCTIONAL TEST WERE SATISFACTORY.									
3233 UALA	549UA 25397	BOEING 757222	PWA PW2037			ACTUATOR 273N20043	FAILED LANDING GEAR	2/21/98	98UAL900079
ON TAKEOFF CREW HAD TO USE OVERRIDE TO RAISE GEAR. *S/D* BLOWN PISTON SEAL IN TRUCK POSITION ACTUATOR. REPLACED ACTUATOR.									
3260 UALA	567UA 26673	BOEING 757222	PWA PW2037			PSEU 841602	DEFECTIVE NLG	3/8/98	98UAL900106
RETURNED TO FIELD AT LAX UNDER AMBER ALERT DUE TO A NOSE GEAR INDICATION PROBLEM. *S/D* PSEU WAS GIVING FALSE SIGNALS. NOSE DOWN LOCK SYSTEM 1 AND 2 WAS OUT OF ADJUSTMENT. READJUSTED NOSE DOWN LOCK SYSTEM 1 AND 2.									
3350 UALA	588UA 26717	BOEING 757222	PWA PW2037			LAMP	INOPERATIVE CABIN	11/29/97	97UAL900841
AFT LEFT HAND EEL LIGHTS AT DOOR 4L ARE INOP. REPLACED LAMP, CHECKS OK.									

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3350 AALA	616AA 24524	BOEING 757223				STRIP	DEFECTIVE CABIN		3/6/98 AALA980444
DFW - DURING OVERNIGHT MAINTENANCE, FIRST CLASS EMERGENCY FLOOR PATH LIGHT WOULD NOT ILLUMINATE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHT STRIP. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3414 NWAA	503US 23192	BOEING 757251				AIRSPEED IND 4039891903	FAILED LT COCKPIT	42653 42653	4/5/98 9806085503
LOST CAPTAIN'S AIRSPEED INDICATION ON TAKEOFF ROLL. TAKEOFF WAS ABORTED AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE REPLACED THE CAPTAIN'S AIRSPEED INDICATOR WITH A SERVICEABLE UNIT.									
4950 AMTA	514AT 27971	BOEING 75723N				SEAL	FAILED APU		3/6/98 98ZZZX1419
AT FL 410, CABIN BEGAN TO FILL WITH WHAT APPEARED TO BE (AIR CONDITIONING) AC SMOKE. CREW FOLLOWED AOM SMOKE CLEARING AND AC SMOKE PROCEDURES. AIRCRAFT DIVERTED TO MCO. THE APU'S OIL/AIR SEALS WERE FAILING AFTER RUN-UP. APU WAS DEFERRED PER MEL. (APU WOULD REQUIRE REPLACING).									
5210 UALA	504UA 24625	BOEING 757222	PWA PW2037			SWITCH 10C10E	FAILED CABIN DOOR		10/26/97 97UAL900796
RETURNED TO GATE WITH REPORT OF BURNING SMELL IN AFT CABIN. *S/D* FOUND DOOR LOCK SWITCH IN AFT CABIN BURNED WITH EVIDENCE OF ARCING. DOOR SWITCH REPLACED. SYSTEM OPS CHECKED GOOD.									
5210 UALA	542UA 25276	BOEING 757222	PWA PW2037		BOEING 146N61003	MECHANISM	OUT OF ADJUST 4L DOOR		11/28/97 97UAL900840
RETURNED TO FIELD DUE TO DOOR 4L HANDLE POPPING UP. *S/D* DOOR OUT OF ADJUSTMENT. WHILE PRESSURIZED, THE DOOR HANDLE WAS ABLE TO MOVE, WHEN A SMALL AMOUNT OF FORCED WAS APPLIED, DUE TO LOSS OF OVERCENTER. ADJUSTED LOWER GATE, COCKING PUSH ROD, DOOR STOP PINS, AND LATCH ROLLERS TO WITHIN LIMITS PER MM52-11-00. OPERATIONAL CHECKS NORMAL, AND LATCH/UNLATCH FORCE WITHIN LIMITS.									
5280 UALA	539UA 25223	BOEING 757222	PWA PW2037			DOOR 141N09362	DAMAGED NLG		3/27/98 98UAL900125
RETURNED TO ORD DUE TO NOISE IN NOSE GEAR AREA WHEN GEAR WAS RETRACTED. *S/D* RIGHT NOSE GEAR STRUT DOOR AND OPERATING ROD WAS DAMAGED FROM POSSIBLE DOOR IMPACT WITH BAGGAGE CART. REPLACED ROD AND DOOR.									
5315 DALA	646DL 24217	BOEING 757232				FLOORBEAM 146N51114	CORRODED BS 1681		3/27/98 DL757980684
THE UPPER CAP OF THE STA 1681.8 FLOORBEAM WAS FOUND CORRODED ALONG ITS ENTIRE LENGTH LBL 61.95 TO RBL 61.95. THE UPPER CAP WAS TRIMMED OFF AND AN EXTRUDED CAP INSTALLED IN ITS PLACE PER ER/A 364222-14, REV B.									
5754 DALA	628DL 22918	BOEING 757232			114N3002119	WEDGE	DELAMINATED NR 5 LE SLAT		4/1/98 DL757980713
NR 5 L/E SLAT T/E WEDGE IS DELAMINATED AT I/B END APPROX 4 BY 6. REMOVED AND REPLACED SLAT.									
5754	701LF 24367	BOEING 75728A				SLAT 114N4003172	DAMAGED RT NR 9 LE	32708 619	2/23/98 98ZZZX1275
AFTER ARRIVAL, INSPECTION FOUND DAMAGES TO SLAT NR 9 LEADING EDGE. AIRCRAFT WAS GROUNDED DUE TO UNAIRWORTHY CONDITION. INCIDENT UNDER INVESTIGATION.									
7230 UALA	583UA 26705	BOEING 757222	PWA PW2037			COMPRESSOR	STALLED NR 1 ENGINE		3/28/98 98UAL900126
RETURNED TO SEA UNDER AMBER ALERT DUE TO NR 1 ENGINE COMPRESSOR STALL.									

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2340 UALA	653UA 25391	BOEING 767322	PWA PW4060			WARNING SYST	MALFUNCTIONED CABIN		1/9/98 98UAL900009
UPON EVACUATION OF AIRCRAFT, AURAL WARNING SIGNAL FAILED TO OPERATE MID CABIN TO AFT CABIN. *S/D* THIS PROBLEM WAS NOT DUPLICATED. AFTER POWER WAS RESTORED, THE SYSTEM OPERATIONALLY CHECKED NORMAL. THE SYSTEM HAS ONLY ONE POWER SOURCE FOR THE FORWARD, CENTER AND AFT ZONES OF THE AIRCRAFT, MAKING IT IMPOSSIBLE FOR THE FAILURE TO BE RELATED TO LOSS OF POWER DUE TO THE OTHER AIRCRAFT PROBLEMS.									
2421 AALA	323AA 22324	BOEING 767223				IDG	FAILED RT ENGINE		3/3/98 AALA980432
RT GEN DRIVE LIGHT FLICKERED FOR 25 MINUTES. DRIVE LIGHT THEN CAME ON STEADY ENOUGH TO GIVE ICAS R GEN DRIVE INDICATION STEADY. RT IDG SHUT DOWN PER OPERATION MANUAL PROCEDURE APU STARTED, AT 41,000 FT, CARRIED TO RT BUS. INSPECTED FOUND DEBRIS IDG FILL COUPLING SEAT. REMOVED DEBRIS SERVICED IDG. RAN UP ENG, LEAK CHECK GOOD OP CHECK GOOD. DELAY INCURRED DUE RT GEN DRIVE LIGHT ILLUMINATED. IDG WAS DISCONNECTED. (M)									
2421 AALA	338AA 22335	BOEING 767223				IDG	INOPERATIVE LT ENGINE		3/4/98 AALA980435
ORD - FLT 95 - STEADY EICAS MSG L GEN DRIVE 'DRIVE' LIGHT ON STEADY OH GEN DRIVE DISC. PLACARDED LT IDG INOP PER MEL ENTERED IN MIC SHEET CHECKED LT AND RT IDG OILS AND APU OIL. REMOVED AND REPLACED LT IDG, LEAK CHECK GOOD. OPS CHECK GOOD. REMOVED PLACARD. (M)									
2421 AALA	355AA 24036	BOEING 767323				IDG	FAILED RT ENGINE		3/5/98 AALA980478
JFK - FLT 950 - APPROX 45 MINUTES INTO FLIGHT GOT L GEN DRIVE LIGHT ON STEADY COMPLETED PROCEDURE PER OPS MANUAL AND DISCONNECTED L GEN DRIVE. REPLACED LT IDG. OPS CHECK AND LEAK CHECK OK. REMOVED MEL 2401 AUTH 03-67DC-B CLEARED MIC SHEET 3552409CE/0954.05MAR.JFK. (M)									
2520 DALA	173DN 24800	BOEING 767332				SEAT ELECT BOX RDAX4406	FAILED CABIN		3/27/98 DL76L980671
PROBLEM OCCURED 7 HRS INTO FLT, A SMOKE ODOR WAS OBSERVED COMING FROM THE CAPTS SIDE OF THE ACFT NEAR ROW 24. C/B' S WERE NORMAL. THE F/A WERE DIRECTED TO SHUT OFF POWER TO THE MID GALLEY AND PAX ENTERTAINMENT SYSTEM. THE ODOR DISSIPATED SHORTLY THEREAFTER. REPLACED SEB AT SEAT 22AB.									
2530 UALA	612UA 21873	BOEING 767222	PWA JT9D7R4D			OVEN	DIRTY GALLEY		1/17/98 98UAL900021
STRONG SMELL OF ELECTRICAL SMOKE IN FWD GALLEY AREA. SMELL APPEARED TO DISSIPATE WHEN UTILITY BUSES WERE TURNED OFF. DIVERTED TO SLC. *S/D* AIRCRAFT WAS THOROUGHLY INSPECTED AND NO DEFECTS WERE FOUND. MECHANIC WRITE-UP FOLLOWS: CK'D P31,P33,P36,P37 PNLS AND WIRING, RECIRCULATION FANS, ALL OVENS, CHILLERS, LIGHTS, HOT PLATES. RAN ENTERTAINMENT SYS, NO ODORS NOTED. RAN ENGS AT PWR IN GRD AND FLT MODES, FULL ELEC LOAD WITH PACKS, NO ODORS NOTED. INSPECTED AREA FWD OF P33 PNL, NO DEFECTS NOTED. UNABLE TO DUPLICATE SMOKE OR ODOR. FLEET ENGINEERING SUSPECTS PLASTIC OR OTHER ITEM WAS DRAWN-UP AGAINST OVEN RECIRCULATION FAN INLET CAUSING THE BURNT SMELL.									
2530 UALA	653UA 25391	BOEING 767322	PWA PW4060			WIRING	CHAFED GALLEY CHILLER		1/9/98 98UAL900008
SHORT CIRCUIT IN FRONT OF P39 PANEL RESULTED IN LOCALIZED FIRE AFT OF FORWARD GALLEY CHILLER. THE I/B WIRE BUNDLE WAS FOUND WITH SEVERE DAMAGE. DIVERTED TO LHR. *S/D* ALL WIRES REPAIRED PER BOEING STANDARD WIRING PRACTICES MANUAL CH 20. BECAUSE OF THE SEVERITY OF THE DAMAGE, CAUSE OF INCIDENT INCONCLUSIVE. HOWEVER, IT IS BELIEVED TO HAVE BEEN CAUSED BY INADVERTENT CONTACT BETWEEN THE FORWARD GALLEY CHILLER AND THE BUNDLES DURING CHILLER REPLACEMENT. SUBSEQUENT INSPECTIONS ON OTHER UAL 767 AIRCRAFT HAVE REVEALED MINOR DAMAGE TO THIS WIRING AT THESE LOCATIONS. FUTURE CHILLER CHAFING. BOEING CONSULTED FOR FUTURE PERMANENT WIRE BUNDLE/CHILLER PLACEMENT RESOLUTION.									
2560 DALA	199DN 28456	BOEING 767332				ACTUATOR 60231002	FAILED RT WING		3/29/98 DL76L980691
RT OVERWING SQUIB TEST INOP. FOUND BLOW DOWN ACTUATOR BLOWN AND 2 SECOND RELAY ON RIGHT WING BAD. REPLACED ACTUATOR AND WAITING ON 2 SECOND RELAY.									
2565 UALA	603UA 21864	BOEING 767222	PWA JT9D7R4D		BFG 101651303	SLIDE 101651303	LOW PRESSURE DOOR 2R		9/26/97 97UAL900737
DOOR 2R SLIDE PRESSURE LOW. *S/D* REPLACED EVACUATION SLIDE.									

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2565 UALA	641UA 25091	BOEING 767322	PWA PW4060		GOODRICH 101655305	SLIDE 101655305	WILL NOT TEST LEFT		11/17/97 97UAL900827
LEFT OVERWING SLIDE SYSTEM WILL NOT TEST IN EITHER SYSTEM 1 OR 2. *S/D* ACCOMPLISHED CHECK PER MEL 25 360. GROUND CHECK GOOD. SYSTEM RETURNED TO NORMAL. REPLACED RELAYS K1, K5.									
2565 UALA	653UA 25391	BOEING 767322	PWA PW4060			LATCH	JAMMED DOOR SLIDE		1/9/97 98UAL900010
RIGHT OVERWING SLIDE FAILED TO DEPLOY. *S/D* INVESTIGATION INTO THE CAUSE OF THIS PROBLEM HAS SHOWN THAT THE ELECTRICAL PORTION OF THE SYSTEM WORKED PROPERLY. THE ACTUATION OF THE DOOR LATCH WAS JAMMED. THE MASS OF THE TARGET COUPLED WITH NORMAL A/C VIBRATIONS APPEAR TO BE THE ROOT CAUSE FOR THE WEAR. THE NUMBER 3 LATCH ON THE LT SIDE ALSO HAD THE SAME TYPE OF WEAR ALTHOUGH IT WAS NOT AS SEVERE. SERVICE BULLETIN AND MM CHANGES FOR FLEETWIDE INSPECTION AND REPLACEMENT PENDING FROM BOEING.									
2612 AALA	351AA 24032	BOEING 767323				FIRE DETECTOR	MALFUNCTIONED LT ENGINE		2/24/98 AALA980414
LGW - 50 - LT ENG OH LP 1 STATUS MESSGE ANNUNCIATED ON LOWER EICAS. PERFORMED TROUBLESHOOTING AS PER MM 26-11-00-1 OH LOOP 1 FOUND INOPERATIVE NIL SPARES LGW ITEM DEF PER MEL 26-02B AU 2-364D-A ENT IN MICS PLACARDED RAISED. TROUBLESHOT SYSTEM AND REPLACED FAULTY L ENG OVERHEAD LOOP DETECTOR ASSY PER MM 26-11-02-4 OVERHEAT DET TEST OK ON EICAS. REMOVED PLAC 2-364D-A. CLEARED MIC SHEET. (M)									
2750 UALA	658UA 27113	BOEING 767322	PWA PW4060			CONTROL VALVE 7321855007	FAILED TE FLAP		1/13/98 98UAL900014
TRAILING EDGE LIGHT ON DURING APPROACH AT POSITION 20. EXECUTED MISSED APPROACH. NEXT APPROACH FLAPS WORKED NORMALLY. *S/D* AN INTERMITTENT INTERNAL FAILURE IN THE TRAILING EDGE FLAP POWER DRIVE UNIT HYDRAULIC CONTROL VALVE MODULE ACTIVATED THE T/E FLAP FAILURE PROTECTION SYSTEM WHICH INHIBITS FLAP MOVEMENT. REPOSITIONING THE FLAP CONTROL LEVERS TO THE FULL RETRACT POSITION UNLATCHED THE FAILURE PROTECTION SYSTEM AND RESTORED FULL FLAP OPERATION. THE SUBJECT T/E FLAP PDU CONTROL VALVE WAS REMOVED, REPLACED, AND OPERATIONALLY CHECKED PER MM 27-51-32. ALL SYSTEMS CHECKED NORMAL.									
2751 UALA	609UA 21870	BOEING 767222	PWA JT9D7R4D			TRANSMITTER Y35A	OUT OF ADJUST TE FLAPS		12/21/97 97UAL900888
T/E FLAP DISAGREE- FLAPS STOPPED AT 18 DEGREES. ALTERNATE LEADING EDGE AND TRAILING EDGE PROCEDURE FOLLOWED. T/E FLAP DISAGREE EXTINGUISHED. A 20 FLAP NORMAL LANDING. *S/D* AN OUT-OF-ADJUSTMENT FLAP LEVER POSITION TRANSMITTER (RVDT NR 2, M603) INHIBITED FULL TRAVEL OF THE TRAILING EDGE FLAPS. ENGAGING THE ALTERNATE FLAP DRIVE ELECTRIC MOTOR BYPASSED THE AUTHORITY OF THE FLAP LEVER ALLOWING THE FLAPS TO EXTEND TO THE 20 UNIT POSITION FOR NORMAL LANDING. THE SUBJECT TRANSMITTER WAS READJUSTED PER MM 27-51-26. THE FLAP SYSTEM WAS OPERATIONALLY TESTED SEVERAL TIMES AFTER ADJUSTMENTS AND ALL OPS CHECKS WERE NORMAL.									
2820	610UA 21871	BOEING 767222	PWA JT9D7R4D			TUBE ASSY 343T00123	DAMAGED RIB 3		12/2/97 97UAL900850
CENTER TANK WENT FROM 300 INDICATED TO 1200 IN IST 1.5 HOURS OF FLIGHT. WHEN MAINS BELOW HALF, SCAVENGED BACK TO ZERO. *S/D* THIS PROBLEM WAS CAUSED BY TWO MINOR LEAKS TO THE CENTER FUEL TANKS. ONE WAS A LEAKY COUPLING ON THE FUEL SCAVENGE PLUMBING IN THE CENTER TANK. THE O-RING WAS REPLACED AND THE COUPLING WAS RESECURED AND SAFETIED. THE SECOND WAS CAUSED BY A DAMAGED RT SURGE TANK DRAIN LINE. THE DAMAGE WAS LOCATED ON TUBE ASSY PN 343T0012-3 LOCATED JUST OUTBOARD OF RIB 3. THE DAMAGE TO THE TUBE WAS CAUSED FROM CONTACT WITH A HI-LOK COLLAR ON AN ADJACENT STRINGER. THE TUBE WAS REPAIRED PER GN/MM7-0-4-9.									
3150 UALA	656UA 25394	BOEING 767322	PWA PW4060		BF GOODRICH 101655303	EICAS MESSAGE	MALFUNCTIONED COCKPIT		12/4/97 97UAL900859
LEFT WING SLIDE EICAS MESSAGE CAME ON INTERMITTENTLY ON TAXI OUT. *S/D* ACCOMPLISHED LT OFF-WING ESCAPE SYSTEM CHECK OF ADJUSTMENT OF SLIDE COMPARTMENT DOOR PROXIMITY SENSOR. THE SENSOR WAS FOUND WITHIN LIMITS. ACCOMPLISHED CHECK OF DOOR ADJUSTMENT AND DOOR LOCK SENSOR S198. ALL WAS FOUND WITHIN LIMITS. ACCOMPLISHED BITE OF PROXIMITY SENSOR BOX. NO DEFECTS NOTED. CAUSE UNKNOWN. RETURNED AIRCRAFT BACK TO NORMAL. AIRCRAFT TAXIED WITH NO MESSAGES.									
3242 DALA	181DN 25986	BOEING 767332				BRAKE 26088127	BURNED NR 4		3/28/98 DL76L980679
A/C ARRIVED GATE WITH NR 4 BRAKE ON FIRE. EXTINGUISHED FIRE COOLED BRAKE AND REPLACED BRAKE AND WHEEL ASSY PER M/M. REPLACED WHEEL AND BRAKE, SYSTEM NORMAL.									

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3350 UALA	611UA 21872	BOEING 767222	PWA JT9D7R4D			LIGHT	INOPERATIVE CABIN		2/22/98 98UAL900084
EMERGENCY EXIT LIGHTS DOOR 1L DAMAGED. REPLACED EEL LIGHT TRACK AND OP CHECKS NORMAL.									
3350 UALA	656UA 25394	BOEING 767322	PWA PW4060			CONNECTOR	LOOSE CABIN		4/1/98 98UAL900135
EEL FLOOR PATH LIGHTS ARE INOP ON RIGHT HAND SIDE FROM DOOR 1 RIGHT TO SEAT 6E. PROBLEM ORIGINATES AT CONNECTOR AT SEAT 1E. REPLACED EEL FEEDER STRIP FROM WALL AT 1 E AND F.									
3350 UALA	659UA 27114	BOEING 767322	PWA PW4060			BATTERY 582240	DISCHARGED CABIN		12/8/97 97UAL900860
EMERGENCY EXIT FLOOR LIGHTING IN RIGHT SIDE OF CABIN ROWS 21 TO 29 COMES ON INTERMITTENTLY. *S/D* THE CAUSE OF THE INTERMITTENT EEL WAS FOUND TO BE A BAD BATTERY ASSEMBLY. UAL CORRECTED THE PROBLEM BY REPLACING THE BATTERY ASSEMBLY WITH AN OVERHAULED, RECHARGED UNIT. NO PROBLEMS HAVE OCCURED SINCE THE REPLACEMENT, SYSTEM OPERATES NORMALLY.									
3350 DALA	171DN 24759	BOEING 767332			BPS73	POWER SUPPLY	INOPERATIVE CABIN		3/27/98 DL76L980674
EMERGENCY AISLE LIGHTS ROWS 24 TO 27 RIGHT AND LEFT SIDES INOP. REPLACED POWER SUPPLY, SYSTEM CHECKS NORMAL.									
3350 DALA	176DN 25061	BOEING 767332			20131A	BATTERY	DISCHARGED CABIN		3/28/98 DL76L980681
OUTSIDE EMERGENCY LIGHTS INOP. REPLACED BATTERY, SYSTEM OPS CHECK NORMAL.									
3350 DALA	193DN 28450	BOEING 767332				BULB 0L3071BPEGPL	BROKEN CABIN		4/3/98 DL76L980732
EMERGENCY LIGHTS AT 1D AND 2B INOP. REBULBED.									
3350 DALA	193DN 28450	BOEING 767332				POWER SUPPLY BPS73	INOPERATIVE CABIN		4/3/98 DL76L980731
F/C AND B/C SEAT MOUNTED EMERGENCY LIGHTS ALL INOP. REPLACED POWER SUPPLY.									
3350 DALA	152DL 24984	BOEING 7673P6			S283TO143	SIGN	INOPERATIVE CABIN		4/1/98 DL76G980712
ON L/O, FOUND RT AFT EMERGENCY EXIT SIGN INOP. REPLACED PWR SUPPLY.									
3425 AALA	371AA 25198	BOEING 767323				EFIS PANEL	MALFUNCTIONED LT COCKPIT		3/6/98 AALA980479
BOS - FLT 70 - CAPTAINS EFIS CONTROL PANEL CIRCUIT BREAKER POPS IN FLIGHT. ONE RESET WAS ATTEMPTED. REMOVED AND REPLACED EFIS CONTROL PANEL OPERATIONAL CHECKS NORMAL. (M)									
3610 AALA	335AA 22333	BOEING 767223				DUCT	FAILED RIGHT		3/2/98 AALA980438
SFO - FLT 59 - DUCK LEAK LIGHT RT SIDE ILLUMINATES INTERMITTENTLY THROUGHOUT THE FLT. CLOSING RIGHT ENGINE BLEED. RIGHT ISOLATION VALVE AND RETARDING RIGHT THROTTLE HAD NO EFFECT. LIGHT CONTINUED TO FLICKER ON AND OFF. FOUND DUCT 4048227 LEAKING AIR, DUE TO CRACKED WELD. REPLACED DUCT. NEW DUCT LEAK AND OPS CHECK OK. ACCOMPLISHED HI-POWER RUN. NO PROBLEMS NOTED. SYSTEMS NOW OPS CHECK NORMAL. (M)									
5313 TWAA	604TW 22567	BOEING 767231				STRINGER	CORRODED BS 390		3/25/97 TWAA9803707
MCI - DURING OP 16 MAINTENANCE CHECK, AT C-1 CARGO COMPT STRINGER 33L AT FS 390 WAS FOUND FOUND CORRODED. REMOVED CORROSION PER SRM 51-10-00. REPLACED STRINGER SPLICE PER 53-00-03. (M)									

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5313 TWAA	607TW 22570	BOEING 767231				STRINGER	CORRODED BS 414		5/7/97 TWAA9803801
MCI - DURING OP 16 MAINTENANCE CHECK, FOUND CORROSION IN C-1 CARGO COMPT IN STRINGER 30R AT FS 414. REPLACED STRINGER PER SRM 53-00-3. (M)									
5313 TWAA	607TW 22570	BOEING 767231				STRINGER	CRACKED BS 347		6/12/97 TWAA9804107
MCI - DURING OP 16 MAINTENANCE CHECK, IN ELECTRONIC COMPT FOUND A DRILLED HOLE WITH A CRACK IN STRINGER 33L AT STATION 347. STOP DRILLED HOLE PER SRM 51-10-00. REPAIRED STRINGER PER SRM 53-00-03 FIG 203. (M)									
5313 TWAA	607TW 22570	BOEING 767231				STRINGER	CORRODED BS 616-673		5/7/97 TWAA9803803
MCI - DURING OP 16 MAINTENANCE CHECK, THREE AREAS OF CORROSION WERE FOUND AT STRINGER 38R FS 616 TO FS 673 OB LIP OF STRINGER L ANGLE. CORROSION REMOVED PER SRM 51-10-00. ANGLE AND U-CHANNEL INSTALLED PER SRM 53-00-03. (M)									
5313 TWAA	607TW 22570	BOEING 767231				STRINGER	CORRODED BS 414		5/7/97 TWAA9803802
MCI - DURNG OP 16 MAINTENANCE CHECK, FOUND CORROSION IN STRINGER 34R AT BS 414. REPLACED STRINGER PER SRM 53-00-03 FIG 2 PAGE 214. (M)									
5320 TWAA	609TW 22572	BOEING 767231				SPLICE	CORRODED BS 434		7/3/97 TWAA9804105
MCI - DURING OP 16 MAINTENANCE CHECK, STRINGER SPLICE AT FS 434 S33L WAS FOUND CORRODED. REMOVED CORROSION PER SRM 51-10-00. REMOVED AND REPLACED STRINGER SPLICE AT STATION 434 33L PER SRM 51-10-00. (M)									
5320 TWAA	609TW 22572	BOEING 767231				SPLICE	CORRODED BS 434		6/13/97 TWAA9804106
MCI - DURING OP 16 MAINTENANCE CHECK, IN C-1 CARGO COMPT FS 434 STRINGER 38L, FOUND STRINGER SPLICE WITH HEAVY CORROSION. REMOVED CORROSION PER SRM 51-10-00. INSTALLED NEW STRINGER SPLICE PER SRM 53-30-03. (M)									
5330 TWAA	610TW 22573	BOEING 767231				SKIN	BULGED BS 1285		3/13/98 TWAA9803706
LAX - DURING C-CHECK, FOUND FUSELAGE STRINGER 35L WITH A BULGE IN THE SKIN BETWEEN RIVETS, FUSELAGE STATION 1285. REMOVED FOREIGN OBJECT FROM BENEATH SKIN AND STRINGER. INSTALLED REPAIR DUE TO CRACK PER SRM 53-00-01. (M)									
5753 TWAA	608TW 22571	BOEING 767231				SKIN	DELAMINATED TE FLAP		10/29/97 TWAA9804104
MCI - RIGHT WING OUTBOARD FLAP LOWER SURFACE TE HAD LARGE DELAMINATION. REPAIRED PER SRM 51-70-07. FOUND DURING OP 16 MAINTENANCE CHECK. (M)									
5753 TWAA	609TW 22572	BOEING 767231				SKIN	CRACKED LT TE FLAP		2/20/98 TWAA9804007
LAX - DURING C-CHECK MAINTENANCE, THE LEFT OUTBOARD FLAP WEDGE HAD 14 INCH HORIZONTAL CRACK, 17 INCH FROM INBOARD END AND 19 INCH FROM BOTTOM TRAILING EDGE. REPAIRED AREA PER 767 SRM 51-70-05. (M)									
5754 TWAA	605TW 22568	BOEING 767231				SKIN	DELAMINATED NR 8 LE FLAP		1/22/98 TWAA9804010
LAX - DURING C-CHECK MAINTENANCE, FOUND THE RT WING NR 8 LE SLAT REPAIR DELAMINATED AT INBOARD UPPER EDGE. INSTALLED HOT BOND REPAIR PER SRM 51-70-10 PAGE 23. (M)									
5754 TWAA	607TW 22570	BOEING 767231				SKIN	DELAMINATED NR 6 LE FLAP		2/17/98 TWAA9804009
LAX - DURING C-CHECK MAINTENANCE, NR 6 LE SLAT INBAORD TOP SIDE WAS DELAMINATED AT TOP CENTER, 9 INCH BY 2 INCH, 36 INCH FROM INBOARD END. REPAIRED DELAMINATED AREA PER 51-70-10 AND SEALED EDGES. (M)									

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5754 DALA	101DA 22213	BOEING 767232				WEDGE 114T4104	DELAMINATED NR 4 TE SLAT		3/2/98 DL767980499
THE LT WING NR 4 SLAT WAS FOUND WITH A 3 INCH DIAMETER AREA OF SKIN DELAMINATION. THE DAMAGE WAS REPAIRED PER B767 SRM 57-43-02 AND DOCUMENTED PER ER/A 364149-14AD.									
5755 TWAA	602TW 22565	BOEING 767231				SKIN	CRACKED NR 12 SPOILER		2/11/98 TWAA9804008
LAX - DURING C-CHECK MAINTENANCE, NR 12 SPOILER UPPER SURFACE HAD A SMALL 1.24 INCH CRACK AT INBOARD FORWARD CORNER. REPAIRED SPOILER BY HOTBONDING PER SRM 51-70-05 PAGE 23. (M)									
7230 UALA	652UA 25390	BOEING 767322	PWA PW4060			COMPRSSOR	DETERIORATED RT ENGINE		12/1/97 4395 97UAL900851
RIGHT ENGINE COMPRESSOR STALL. RETURN TO FIELD. ENGINE WAS NOT SHUT DOWN, OVERWEIGHT LANDING. *S/D* ENGINE SURGED ON TAKEOFF DUE TO GENERAL DETERIORATION OF THE HIGH PRESSURE COMPRESSOR AND EXCESSIVE BLADE TIP CLEARANCES. ENGINE WAS REPLACED.									
2133 UALA	778UA 26940	BOEING 777222	PWA PW4077			OUT FLOW VALVE 27406502	FAILED CABIN		1/3/98 98UAL900001
AIRCRAFT RETURNED TO MIA, UNABLE TO PRESSURIZE CABIN AND LANDED OVERWEIGHT. *S/D* AFT OUTFLOW VALVE REPLACED TWO DAYS LATER. THERE WAS NO FURTHER PRESSURIZATION PROBLEMS.									
2150 UALA	766UA 26917	BOEING 777222	PWA PW4077			TORQUE TUBE 213W31303	SHEARED LT RAM AIR DOOR		12/22/97 97UAL900889
PRONOUNCED VIBRATION AT FL290 AND 313 KNOTS. VIBRATION DISAPPEARED BELOW FL280 AND 280 KNOTS. FLIGHT RETURNED TO DEN UNDER AMBER ALERT. *S/D* FOUND LEFT PACK RAM AIR INLET DOOR TORQUE TUBE (213W3130-3) SHAFT SHEARED. REPLACED TORQUE TUBE ASSEMBLY.									
2330 UALA	775UA 26947	BOEING 777222	PWA PW4077			TRANSFORMER 285W00293	BURNED COCKPIT		12/10/97 97UAL900865
DURING INSPECTION AFTER MAINTENANCE, SMOKE/ODOR NOTICED IN AFT CABIN AREA. NOTICED SMOKE IN CEILING AREA AND REMOVED POWER FROM AIRCRAFT. DURING INVESTIGATION WITH POWER ON AIRCRAFT, FIRE OBSERVED IN OVERHEAD ELECTRONIC UNIT. FIRE EXTINGUISHED WITH HALON EXTINGUISHER. NO DAMAGE FOUND TO WIRING OR SURROUNDING AREA. SOURCE OF THE FIRE WAS TRACED TO THE TRANSFORMER IN THE OEU (PART NUMBER 285W0029-3). THE OEU WAS REPLACED. THE OEU IS THE SUBJECT OF BOEING SERVICE BULLETIN 777-23A0027 AND AD 97-23-16. THE AD REQUIRES REPLACEMENT OF THE 3 OEU WITH A NEW -5 UNIT. THE NEW -5 INCORPORATES A NEW TRANSFORMER.									
2612 UALA	777UA 26916	BOEING 777222	PWA PW4077			DETECTOR 21198355	MALFUNCTIONED CARGO COMPT		11/18/97 97UAL900835
EN ROUTE FL390, AFT CARGO COMPARTMENT FIRE INDICATION. ACCOMPLISHED EMERGENCY PROCEDURES. DIVERTED TO CCS. *S/D* INVESTIGATION REVEALED NO EVIDENCE OF FIRE OR SMOKE. REPLACED FIRE EXTINGUISHING BOTTLES, REGULATOR, AND FLOW VALVES. ACCOMPLISHED SYSTEM TEST WITH ALL RESULTS NORMAL. VERIFIED HIGH MOISTURE CONTENT CARGO BOARDED ON FLIGHT. SOME FALSE CARGO FIRE WARNINGS HAVE BEEN ATTRIBUTED TO SIMILAR HIGH MOISTURE CONTENT CARGO BEING BOARDED. BOEING SERVICE BULLETIN 777-26-0005 MODIFIES THE SMOKE DETECTION SYSTEM TO MINIMIZE FALSE WARNINGS DUE TO HIGH MOISTURE/CONDENSATION WITHIN THE DETECTOR.									
5720 UALA	769UA 26921	BOEING 777222	PWA PW4077			SUPPORT	BROKEN RT WING		12/8/97 97UAL900880
ON WALKAROUND, FOUND FAIRING SUPPORT ROD BRACKET (115W2266-5) FOR RIGHT HAND TRAILING EDGE ASSEMBLY LOWER INBOARD FIXED FAIRING BROKEN. THE SUPPORT BEAM (115W2214-2) WAS ALSO DAMAGED. *S/D* ACCOMPLISHED INTERIM REPAIR UNTIL REPLACEMENT PARTS AVAILABLE FROM BOEING.									
7230 UALA	770UA 26925	BOEING 777222	PWA PW4077			COMP BLADE 56H105	FRACTURED NR 2 ENGINE	6076 69	10/23/97 97UAL900790
RIGHT ENGINE EXPERIENCED COMPRESSOR STALL ON TAKEOFF ROLL AND OVERTEMP CONDITION. AIRCRAFT RETURN TO BLOCKS SUPPLEMENTAL DATA UPDATE ONE EACH 5TH STAGE COMPRESSOR BLADE FRACTURED ONE INCH ABOVE THE PLATFORM. ANALYSIS INDICATED A 0.020 INCH SHARP OBJECT IMPACT DAMAGE ON THE LEADING EDGE OF THE BLADE ONE INCH ABOVE THE PLATFORM. BLADE PROGRESSED IN FATIGUE TO BLADE FRACTURE FROM THIS OBJECT DAMAGE. THE ENGINE WAS REPLACED. MODIFIED 5TH STAGE ARE NOW BEING INCORPORATED FOR INCREASED DURABILITY.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE



## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3340 DXTR *****	552QS 259052	BRAERO HAWKER1000				WIRING	CHAFED RT LANDING LIGHT	632	3/17/98 98ZZZX1435
RIGHT LANDING LIGHT INOPERABLE. FOUND WIRE BUNDLE CHAFING AGAINST FORWARD VENTRAL TANK TRANSFER VALVE ASSEMBLY. LOCATION IS BETWEEN WIRE BUNGEE 'DF' AND CONNECTOR 'JA-D9'. UPON REMOVAL OF FORWARD VENTRAL TANK, THE WIRING FOR THE FUEL QUANTITY SYSTEM OF THE FORWARD VENTRAL TANK WAS ALSO FOUND CHAFING. THIS IS THE FIRST KNOWN INCIDENT.									
3210 JGVA	961JC 258062	BRAERO BAE125800A				SHIM	WRONG PART LT SIDESTAY	4081	1/26/98 98ZZZX1373
DURING REPLACEMENT OF LT FAIRING STRUT PLATE, FOUND AN OLD SHIM INSTALLED BETWEEN BEARING ITEM 145 AND PLATE ITEM 135 ON THE LOWER LEG OF THE LT SIDESTAY LOOKING IN HAWKER ILLUSTRATED PARTS LISTING 32-10-00-30, PAGE 0. THERE SHOULD NOT BE A SHIM INSTALLED BETWEEN ITEM 145 AND ITEM 135. DURING THE INVESTIGATING OF THE .060 INCH SHIM, FOUND SHIM TO HAVE DEEP BRINELLING FROM RIDING ON BEARING. IN LOOKING IN THE IPC, WAS NOT ABLE TO FIND .060 INCH SHIM LISTED. THE ONLY SHIMS LISTED WERE .040 INCH, .020 INCH, .050 INCH, AND .010 INCH SHIMS; THEREFORE, AN IMPROPER SHIM WAS INSTALLED ON THE LT SIDESTAY. THIS AREA OF THE SIDESTAY SHOULD BE INSPECTED DURING THE REMOVAL OF SIDESTAY OR AT 48-MONTH INSPECTION.									
3411 JGVR	84FA 258047	BRAERO BAE125800A				STATIC DRAIN 257FN179	CORRODED FUSELAGE RT FWD		3/9/98 98ZZZX1289
STATIC DRAIN LEAK AT 24 MONTH CERTIFICATION. COULD NOT REMOVE DRAIN RESERVOIR BODY TO CHANGE O-RING P/N 100-011-8810. REMOVED STATIC DRAIN PLATE AND FOUND CORROSION ON PLATE BETWEEN PLATE AND AIRCRAFT SKIN.									
3411 JGVR *****	84FA 258047	BRAERO BAE125800A				STATIC DRAIN	MISINSTALLED FUSELAGE RT FWD		2/1/98 98ZZZX1290
TWO STATIC DRAIN ASSEMBLIES HAVE BEEN COMPLETELY COVERED WITH A PRC SEALANT. THIS IS CONTRARY TO RAYTHEON INSTALLATION DRAWINGS.									
3230 OEZA	773EA 402B0544	CESSNA 402B				TORQUE TUBE 504501032	FAILED RT MLG	11396	3/24/98 98ZZZX1310
PILOT REPORTED RT MAIN GEAR WOULD NOT RETRACT. MECHANICS FOUND TORQUE TUBE 504501032 PEELED LIKE A PILLSBURY CAN OF BISCUITS.									
3231 GNXA *****	38CJ 402C0023	CESSNA 402C				BRACKET ASSY 52130389	FAILED LT NLG DOOR ROD		2/13/98 98ZZZX1316
PILOT REPORTED NOSE GEAR WOULD NOT COME DOWN AND LOCK. A NOSE GEAR UP LANDING WAS MADE. INVESTIGATION REVEALED THE FORWARD LT NOSE GEAR GOOD RETRACTION ROD BRACKET ASSY FAILED ALLOWING THE NOSE GEAR TO IMPACT DOOR ON RETRACTION AND JAMMING NOSE GEAR IN WHEEL WELL. REASON FOR BRACKET FAILURE IS NOT CONCLUSIVE AT THIS TIME.									
3250 MOGA	98437 421C0040	CESSNA 421C	CONT GTSIO520L			BELLCRANK 59420011	CRACKED NLG STEERING	5917	3/3/98 98ZZZX1327
DURING PHASE INSPECTION, NOSE STEERING BELLCRANK WAS FOUND CRACKED ON BOTH SIDES OF CENTER PIVOT BOLT. FAILURE WOULD RESULT IN LOSS OF STEERING. NO IMPACT MARKS FOUND. AIRCRFAT HAS HISTORY OF NOSE GEAR COLLAPSE.									
3710 MOGA	98437 421C0040	CESSNA 421C				CHECK VALVE 1H59	FAILED VACUUM MANIFOLD	5917	3/4/98 98ZZZX1324
DURING ENGINE RUNS FOR PHASE INSPECTION, LT ENGINE STARTED AND BOTH VACUUM FAIL BUTTONS PULLED ON GAUGE. VACUUM PRESSURE NORMAL. RT ENGINE WAS NOT RUNNING. RT ENGINE STARTED, ALL INDICATIONS NORMAL. LT ENGINE SHUT DOWN WITH RT ENGINE RUNNING AND BOTH BUTTONS REMAINED PULLED, BUT VACUUM FELL TO 1 INCH. TROUBLESHOOTING REVEALED CHECK VALVE DEFECTIVE IN VACUUM MANIFOLD. REMOVED AND REPLACED MANIFOLD, AIRBORNE TECHNICAL SERVICE INSTRUCTION CALLS FOR 1 YEAR INSPECTION AND 10 YEAR REPLACEMENT. THIS UNIT MANUFACTURED 10-75.									
7120 MOGA	98437 421C0040	CESSNA 421C	CONT GTSIO520L			BEAM ASSY 50540303	CRACKED LT/RT NACELLE	5917	3/3/98 98ZZZX1329
DURING PHASE INSPECTION, UPPER OUTBOARD AFT VERTICAL WEB MEMBERS OF AFT BEAM ASSEMBLIES WERE FOUND CRACKED. THIS AFFECTED BEAMS IN BOTH NACELLES. SUBMITTER SUSPECTS CAUSE WAS HARD LANDING. AIRCRAFT REMOVED FROM SERVICE PENDING REPAIRS.									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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7120 MOGA	98737 421C0040	CESSNA 421C			505402019	BEAM ASSY 505402019	LOOSE LT NAC MOUNT	5917	3/3/98 98ZZZX1325
DURING PHASE INSPECTION, SEVERAL LOOSE AND WORKING RIVETS WERE FOUND IN TOP OF INBOARD ENGINE MOUNT BEAM APPROXIMATELY 6 INCHES AFT OF AFT ENGINE MOUNT BRACKET. SUBMITTER STATED POSSIBLY CAUSED BY HARD LANDING OR TURBULENCE.									
7310 DYVA	5943M 421B0316	CESSNA 421B	CONT GTSIO520*			TUBE 636113	FAILED NR 2 CYL INJ	3/1/98 897	98ZZZX1323
A FUEL DISCHARGE TUBE ASSY FROM THE FUEL MANIFOLD VALVE TO THE NR 2 CYLINDER FUEL INJECTOR NOZZLE WAS FOUND BROKEN AT THE BALL END FITTING INSIDE OF THE BRASS RETAINING NUT ON THE FUEL MANIFOLD END. SUBMITTER STATED NO OBVIOUS CAUSE OF FAILURE, HOWEVER, AGE FATIGUE, AND/OR VIBRATION MAY BE FACTORS.									
8120 MOGA	98437 421C0040	CESSNA 421C				BRACKET 51550117	CRACKED LT ENGINE TURBO	5917	3/3/98 98ZZZX1328
DURING PHASE INSPECTION, LT TURBOCHARGER MOUNTING BRACKET WAS FOUND CRACKED ALONG WELD JOINING FLAT PLATE AND TUBE PORTION.									
2611 JBXA	571ML 7209	CNDAIR CL6002B19				SMOKE DETECTOR	MALFUNCTIONED LAVATORY	2/3/98	JBXA980032
PHL - FLT 754 - AFTER TAKEOFF, EICAS INDICATED LAVATORY SMOKE. RETURNED TO BASE, PHL. INSPECTED LAVATORY TRASH CONTAINER AND FIRE BOTTLE, ALL NORMAL. ALL VISIBLE WIRING AND ELEC CONNECTORS ALL NORMAL. CHECKED AFT CARGO AND APU COMPTS, ALL NORMAL. RAN APU, AIR COND, ENGS, ALL NORMAL. EICAS AND SMOKE DETECTOR SYSTEM OPS CHECK NORMAL. (X)									
2750 VTZA	622BR 7187	CNDAIR CL6002B19				DRIVE SHAFT 601R93106101	LACK OF LUBE TE FLAPS	2/14/98	VTZA98056
BNA/IAD - FLT 6701 - DURING APPROACH AT 1120 HRS ON 2-14-98, AIRCRAFT MADE A SCHEDULED LANDING AT IAD WITH ONE DISCREPANCY WHICH WAS FLAPS FAILED MESSAGE ON EICAS. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED AND LUBED FLAP DRIVE SHAFT. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (X)									
2750 VTZA	622BR 7187	CNDAIR CL6002B19				FECU 601R930503	FALSE READING FLAPS	2/12/98	VTZA980054
IAD/ATL - FLT 6715 - DURING APPROACH AT 0930 HRS ON 2-12-98, AIRCRAFT MADE A SCHEDULED LANDING WITH ONE DISCREPANCY WHICH WAS FLAPS STUCK AT ZERO DEGREES. EICAS MESSAGE READ FLAPS FAILED. MAINTENANCE INSPECTED RESET FLAP CIRCUIT BREAKER. OPS CHECK OK. AIRCRAFT RELEASED AND APPROVED FOR RETURN TO SERVICE. (X)									
2750 VTZA	622BR 7187	CNDAIR CL6002B19				DRIVE SHAFT 601R93106101	CORROSION TE FLAPS	2/20/98	VTZA98095
BNA/IAD - FLT 6705 - DURING APPROACH AT 2055 HRS ON 2-20-98, AIRCRAFT EXPERIENCED A FLAP FAIL FAULT WARNING. AIRCRAFT LANDED AT IAD WITH ZERO FLAPS AFTER DECLARING AN EMERGENCY. MAINTENANCE CONTROL NOTIFIED AND MAINTENANCE DISPATCHED TO ACFT. AIRCRAFT TOWED TO THE MAINTENANCE HANGAR WHERE IT IS STILL UNDERGOING TROUBLESHOOTING BY BOTH ACA MAINTENANCE TECHNICIANS AND BOMBARDIER TECHNICAL REPS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED BOTH FLAP ACTUATORS AND FLAP DRIVE SHAFTS. OPS CHECK OK. AIRCRAFT RELEASED AND APPROVED FOR RETURN TO SERVICE. REF: OPERATOR CONTROL NR 98ZZZX1422. (X)									
2750 VTZA	622BR 7187	CNDAIR CL6002B19				PDU 865D1007	FAILURE TE FLAPS	1/31/98	VTZA98037
RSW/IAD - FLT 6676 - DURING DESCENT AT 0915 HRS ON 1-31-98, AIRCRAFT MADE A SCHEDULED LANDING WITH ONE DISCREPANCY WHICH WAS THE FLAPS FAILED, EICAS CAUTION MESSAGE ZERO POSITION. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED FLAP PDU, OPS CHECK OK. AIRCRAFT RELEASED AND APPROVED FOR RETURN TO SERVICE. (X)									
2752 VTZA	622BR 7187	CNDAIR CL6002B19				ACTUATORS 854D10011	MALFUNCTIONED TE FLAPS	2/20/98	98ZZZX1422
BNA/IAD - FLT 6705 - DURING APPROACH AT 2055 HRS ON 2-20-98, AIRCRAFT EXPERIENCED A FLAP FAIL FAULT WARNING. AIRCRAFT LANDED AT IAD WITH ZERO FLAPS AFTER DECLARING AN EMERGENCY. MAINTENANCE CONTROL NOTIFIED AND MAINTENANCE DISPATCHED TO ACFT. AIRCRAFT TOWED TO THE MAINTENANCE HANGAR WHERE IT IS STILL UNDERGOING TROUBLESHOOTING BY BOTH ACA MAINTENANCE TECHNICIANS AND BOMBARDIER TECHNICAL REPS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED BOTH FLAP ACTUATORS AND FLAP DRIVE SHAFTS. OPS CHECK OK. AIRCRAFT RELEASED AND APPROVED FOR RETURN TO SERVICE. REF: OPERATOR CONTROL VTZA98095. (X)									

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3230 COMA	978CA 7158	CNDAIR CL6002B19				SAFETY PINS	NOT REMOVED NLG		4/5/98 COMA9860071
NLG FAILED TO RETRACT. REMOVED DOWN LOCK SAFETY PIN AND AIRCRAFT RETURNED TO SERVICE.									
3244 COMA	926CA 7027	CNDAIR CL6002B19			50105711	TIRE 50105711	FAILED LT MLG	2532 252	4/3/98 COMA9860072
THE LEFT HAND TIRES BURST DURING LANDING. REPLACED THE LEFT MLG WHEEL ASSY AND COMPLIED WITH BURST TIRE INSP.									
3350 COMA	951CA 7091	CNDAIR CL6002B19				LAMP 363782	INOPERATIVE CABIN		3/31/98 COMA9860070
EMERGENCY FLOOR LIGHTING, ROW 2 IS INOP. REPLACED LIGHT STRIP.									
3350 MASA	27185 7185	CNDAIR CL6002B19			BRUCE BM10006002	BULB GE1317	FAILED CABIN		3/8/98 MASA98051
WHILE PERFORMING ROUTINE MAINTENANCE INSPECTION, FOUND RT TOP CENTER EXTERNAL EMERGENCY LIGHT INOPERABLE. MAINTENANCE REMOVED AND REPLACED BULB. OPS CHECK GOOD. (X)									
3350 COMA	988CA 7204	CNDAIR CL6002B19				LIGHTS	INOPERATIVE CABIN		4/3/98 COMA9860073
ONE SECTION OF EMERGENCY FLOOR LIGHTING IS INOP. DEFERRED PER MEL.									
3411 SWIA	405SW 7029	CNDAIR CL6002B19	GE CF343A1			PITOT SYST	NOISE COCKPIT		3/9/98 SWIA971110
IMMEDIATELY AFTER TAKEOFF FROM SLC, LEFT AND RIGHT IAS MESSAGES APPEARED FOLLOWED BY STALL FAIL, MACH TRIM ALSO HIGH PITCH NOISE FOLLOWED BY VERY UNRELIABLE AIRSPEED INDICATION FROM CO-PILOTS AIRSPEED INDICATOR. AS AIRCRAFT SLOWED DOWN, LOUD NOISE WENT AWAY. RETURNED TO SLC. PITOT STATIC OPS CHECKS PITOT STATIC SYSTEM IAW MM 34-11-00. VERIFIED PITOT STATIC DRAINS CONTAINED NO WATER. UNABLE TO DUPLICATE SYSTEM FAILURE OR HAVE ANY HIGH PITCHED NOISES.									
3418 VTZA	624BR 7211	CNDAIR CL6002B19				CIRCUIT BREAKER	TRIPPED RT STALL VANE		2/8/98 VTZA98052
IAD/TPA - FLT 6681 - DURING CRUISE AT 0720 HOURS ON 2-8-98, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO RT AOA STALL VANE HEAT FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND RESET RT AOA CIRCUIT BREAKER. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (X)									
5210 MASA	17217 7217	CNDAIR CL6002B19			601R319003	HANDLE 601R386461	OUT OF ADJUST PASSENGER DOOR		3/5/98 MASA98048
CLT/TLH - FLT 5789 - BEFORE DEPARTURE TO TLH, CREW REPORTED THE PASSENGER DOOR COULD NOT BE OPENED FROM THE OUTSIDE. MAINTENANCE TROUBLESHOT AND ADJUSTED THE INTERNAL HANDLE ROLLER. OPS CHECK GOOD, AIRCRAFT RETURNED TO SERVICE. ACFT TT HRS: 301. ACFT TT CYCLES: 215. (X)									
5610 VTZA	624BR 7211	CNDAIR CL6002B19				WINDSCREEN 601R330339	SHATTERED LT COCKPIT		1/27/98 VTZA98029
IAD/RSW - FLT 6677 - DURING CRUISE ON 1-27-98 AT 1310 HOURS, EXPERIENCED A SHATTERING OF THE CAPTAIN'S WINDSCREEN. AIRCRAFT DECLARED AN EMERGENCY AND LANDED AT RSW WITH NO FURTHER PROBLEMS. MAINTENANCE CONTROL WAS NOTIFIED. MAINTENANCE WAS DISPATCHED TO THE AIRCRAFT AND REMOVED AND REPLACED THE CAPTAIN'S WINDSCREEN. ALL REQUIRED CHECKS WERE ACCOMPLISHED. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (X)									
7261 SWIA	407SW 7034	CNDAIR CL6002B19	GE CF343A1			OIL CAP	LEAKING LT ENGINE		3/9/98 SWIA971111
LEFT ENGINE SHUT DOWN DUE TO LOW OIL PRESSURE. DIVERTED TO CPR. ENGINE SHUT DOWN IAW QRH PROCEDURES. AFTER ARRIVAL IN CPR OIL LEVEL WAS CHECKED IN SHOW REFILL. ON SHUT DOWN THE PREVIOUS NIGHT IN CPR OIL LEVEL CHECKED NORMAL. RAN ENGINE FOUND LEFT ENGINE OIL RESERVOIR CAP TO BE LEAKING. REMOVED AND REPLACED RESERVOIR CAP. RAN ENGINE FOR 20 PLUS MINUTES AND ENGINE LEAK CHECKS GOOD.									

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2130 QXEA	347PH 480	DHAV DHC8202				PRESSURIZATION	MALFUNCTIONED CABIN		1/4/98 QXEA00011
RETURNED TO FIELD. AIRCRAFT WILL NOT PRESSURIZE IN MANUAL. AUTO PRESIOUSLY MEL'D. AIRCRAFT DOWN FOR REPAIRS.									
3260 QXEA	814PH 43	DHAV DHC8102				PSEU 841005	MALFUNCTION CABIN	9786 1474	3/31/98 QXEA9800453
AFTER TAKEOFF, WHEN THE LANDING GEAR WAS SELECTED UP, ALL GEAR INDICATION LIGHTS WENT OUT NORMALLY. AFTER ABOUT 5 SECONDS THE LEFT GEAR DOOR LIGHT ILLUMINATED. VISUAL INSPECTION CONFIRMED THE GEAR DOOR TO BE OPEN. CYCLED LANDING GEAR AND THE GEAR DOOR CLOSED. INSPECTED AIRCRAFT AND FOUND SAFE FOR A FERRY FLIGHT TO PDX. REPLACED THE PSEU, OPERATIONAL CHECKS GOOD.									
3320 QXEA	827PH 275	DHAV DHC8102				LIGHT	FAILED CABIN		1/15/98 QXEA9800031
CABIN OVERHEAD LIGHT AT ROW 2 HAS ACRID SMELL. MAINTENANCE REMOVED LAMP, DISCONNECTED CONNECTOR, AND PLACED ON MEL. MEL CLEARED BY REPLACING RECEPTACLE AND LAMP, OPERATIONAL CHECKS GOOD.									
3350 QXEA	828PH 287	DHAV DHC8102			DHAV 82510202001	LIGHT 10005511	INOPERATIVE COCKPIT	7588 1027	3/30/98 QXEA9800447
COCKPIT EMERGENCY LANTERN INOP. REPLACED LANTERN, OPERATIONAL CHECKS GOOD.									
3350 MASA	448YV 448	DHAV DHC8202				BULB MS25231316	FAILED CABIN		3/10/98 MASA98052
DURING A-CHECK INSPECTION, MAINTENANCE FOUND THE CENTER AFT EMERGENCY LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE BULB, OPS CHECK GOOD. (M)									
3350 QXEA	347PH 480	DHAV DHC8202			DHAV 82410191011	BATTERY 6038443	DISCHARGED CABIN	14596 457	3/30/98 QXEA9800446
SEVERAL FLOOR EMERGENCY LIGHTS AND ONE EXIT SIGN AT THE LEFT EMERGENCY EXIT HATCH ARE INOP. REPLACED BATTERY POWER SUPPLY AT 3352 PS2 POSITION, OPERATIONAL CHECKS GOOD.									
3350 QXEA	349PH 486	DHAV DHC8202			DHAV 82410191011	BATTERY 6038443	DISCHARGED CABIN		4/3/98 QXEA9800456
FORWARD LEFT EXTERNAL EMERGENCY LIGHT IS INOP. REPLACED PS1 BATTERY PACK, OPERATIONAL CHECKS GOOD.									
3350 QXEA	354PH 498	DHAV DHC8202				SIGN 10126271	INOPERATIVE CABIN		1/19/98 QXEA9800034
RIGHT HAND FORWARD EMERGENCY EXIT SIGN INOP. REPLACED RIGHT HAND EXIT SIGN, OPERATIONAL CHECK GOOD.									
5210 QXEA	816PH 54	DHAV DHC8102				SCREW	LOOSE PAX DOOR		3/29/98 QXEA9800448
MAIN CABIN DOOR IS DIFFICULT TO OPEN. INSPECTED AND FOUND A LOOSE SCREW AT THE FORWARD HANDRAIL WHICH WAS BLOCKING THE DOOR FROM EXTENDING FULLY. TIGHTENED SCREW, OPERATIONAL CHECKS GOOD. NO PARTS REPLACED.									
2121 VNAA	426JS 3038	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		FAN 011389502	FAILED LT AC PACK	58772 6356	3/31/98 VNAA9803034
A LEFT HAND AIRCONDITIONING PACK OVERHEAT WARNING MESSAGE ILLUMINATED, DURING TAXI FOR TAKEOFF. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND REPLACED THE LEFT HAND GROUND COOLING FAN IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 21-51-23. FUNCTIONAL CHECKS WERE COMPLETED AND THE AIRCRAFT WAS RETURNED TO SERVICE.									

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2913 VNAA	427JS 3039	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		PUMP 42086	FAILED BLUE HYD SYST		4/5/98 VNAA9804004
EN ROUTE, THE AIRCRAFT DISPLAYED A BLUE MAIN HYDRAULIC PUMP AND AN AMBER EMERGENCY PARK BRAKE ACCUMULATOR WARNING MESSAGE. THE AIRCRAFT LANDED IN PIT AS SCHEDULED. MAINTENANCE INSPECTED AND REPLACED THE MAIN HYDRAULIC MOTOR AND PUMP ASSEMBLY IAW DORNIER MM 29-11-04. OPERATION AND LEAK CHECKS WERE COMPLETED.									
2130 UALA	1845U 48261	DOUG DC1010	GE CF66D			PRESSURIZATION	MALFUNCTIONED CABIN		2/26/98 98UAL900092
AFTER TAKEOFF, PRESSURIZATION DID NOT OPERATE IN AUTO. SELECTED SEMI-AUTO, OK TO FL340 THEN SEMI-AUTO FAILED. SELECTED STBY, OK FOR ONE HOUR. ON CLIMB TO FL360, CABIN DEPRESSURIZED. SELECTED MANUAL BUT UNABLE TO CONTROL PRESSURIZATION. DESCENDED TO 15,000 MSL, DUMPED FUEL AND RETURNED TO HNL.									
2170 UALA	1841U 46634	DOUG DC1010	GE CF66D			COALESCER BAG	DIRTY CABIN		10/27/97 97UAL900798
STRONG ACRID ODOR THROUGHOUT CABIN (STRONGEST IN THE AFT CABIN) WITH ALL PACKS ON. DISSIPATES WHEN RECIRCULATING FANS ARE TURNED OFF. *S/D* FOUND OIL, GYCOL, WATER AND HYDRAULIC FLUID IN AREA OF APU INLET. CLEANED UP FLUIDS AND BURNED OUT PACKS. REPLACED ALL THREE COALESCER BAGS.									
2410 UALA	1855U 47837	DOUG DC1030	GE CF650C2			SEAL	FAILED NR 3 CSD		10/2/97 97UAL900747
FROM OGG TO LAX, CSD NR 3 OIL LOW PSI LIGHT CAME ON AT LIFT-OFF. CSD SHUT DOWN AND DIVERTED TO HNL. *S/D* CONSTANT SPEED DRIVE (CSD) UNIT FAILED BECAUSE OF LOW OIL. THE LEAK WAS CAUSED BY A BAD OUTPUT SEAL AND BAD INPUT SEAL. BOTH SEALS WERE REPLACED.									
2565 UALA	1813U 46612	DOUG DC1010	GE CF66D		BF GOODRICH 5L5230100101	O-RING 1A23133	ERODED BOTTLE VALVE	33	12/12/97 97UAL900876
EVACUATION SLIDE AT DOOR 1L SELF DEPLOYED WITHIN A STORED AIRPLANE. O-RING (P/N 1A2313-3) IN THE BOTTLE VALVE FAILED DUE TO EROSION.									
2621 FDEA	304FE 46992	DOUG DC1030F				FIRE BOTTLE 89524002	BLOWN NR 3 ENGINE		1/19/98 98FDEA00230
DURING B CHECK, FOUND NUMBER 2 LEFT ENGINE FIRE BOTTLE NUMBER 2 CARTRIDGE BLOWN DURING REMOVAL AND REPLACEMENT OF EXPIRED CARTRIDGE. REMOVED AND REPLACED NR 2 ENGINE LEFT FIRE BOTTLE AND CARTRIDGES PER M/M 26-21-02 AND M/M 26-21-01.									
2720 UALA	1835U 47967	DOUG DC1010	GE CF66D			DRAIN HOLES	OBSTRUCTED VERT STAB		12/7/97 97UAL900871
RUDDERS LOCKED ON FINAL. CREW FIRST OPERATED RUDDER BELOW 10,000 FEET. RUDDER FELT STIFF. AFTER TOUCHDOWN RUDDER PEDALS WERE STUCK IN NEUTRAL POSITION. *S/D* STANDING WATER FOUND IN FORWARD DIVERTER COMPARTMENT BELOW NR 2 ENGINE. AT ALTITUDE, WATER FROZE IN VICINITY OF RUDDER CABLE THROUGH SEALS INTO STAB COMPARTMENT PREVENTING NORMAL MOVEMENT. COMPARTMENT DRAIN HOLES FOUND OBSTRUCTED AND CLEARED. REMAINING WATER REMOVED AND PANELS CHECKED FOR PROPER SEALING AND CORRECTED AS REQUIRED.									
2913 AALA	130AA 46989	DOUG DC1010				PUMP 6304106	DEFECTIVE NR 3 HYD SYSTEM		2/21/98 AALA980381
HNL - FLT 162 - DURING CLIMB-OUT, NR 3 HYDRAULIC ELEVATOR LIGHT CAME ON WITH SYSTEM QUANTITY AND PRESSURE REDUCING TO ZERO. AIRCRAFT AIR INTERRUPTED AND RETURNED AND LANDED HNL OVERWEIGHT WITHOUT INCIDENT. ACCOMPLISHED OVERWEIGHT INSPECTION WITH NO DEFECTS FOUND. REPLACED REVERSIBLE HYDRAULIC PUMP ON NR 3 SYSTEM. SYSTEM OPERATES NORMAL WITH NO LEAKS. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3230 UALA	1838U 46632	DOUG DC1010	GE CF66D			RETRACT MECH	MALFUNCTIONED LT MLG		4/1/98 98UAL900134
AFTER TAKEOFF, LEFT MAIN GEAR DID NOT RETRACT. DURING FLIGHT GEAR CAME UP. NORMAL LANDING AT ORD.									
3244 UALA	1836U 47968	DOUG DC1010	GE CF66D			TIRE	FAILED LT MLG		3/24/98 98UAL900122
A LEFT MAIN GEAR TIRE BLEW ON TAKEOFF. DUMPED FUEL AND RETURNED TO DEN. AFTER NORMAL LANDING NR 1 ENGINE SHUTDOWN AND FIRE HANDLE PULLED.									

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3260 FDEA	302FE 46801	DOUG DC1030F				CONTROL UNIT	FAILED LANDING GEAR		4/2/98 98FDEA00249
ON FINAL LANDING GEAR CAME DOWN BUT NO GREEN GEAR LIGHT DOWN LIGHT. RECYCLED LANDING GEAR UP AND THAN DOWN AND THAN RECEIVED 4 GREEN LIGHTS. REMOVED AND REPLACED CONTROL UNIT PER M/M 32-61-01, BITE TEST GOOD.									
3260 FDEA	302FE 46801	DOUG DC1030F				SWITCH	FAILED LANDING GEAR		4/2/98 98FDEA00254
LANDING GEAR HANDLE WAS PLACED DOWN, ALL INDICATORS REMAINED RED. LANDING GEAR HANDLE WAS CYCLED TWICE, NO JOY. ALTERNATE EXTENSION HANDLES WERE ACTUATED IN ACCORDANCE WITH ED TAB PROCEDURES. ALL INDICATORS WENT GREEN. REPEAT. INSTALLED GEAR PINS, REPLACED LANDING GEAR CONTROL SWITCH PER M/M 32-61-04-2 PG 201-203.98743. OPERATED GEAR HANDLE SEVERAL TIMES. GEAR LIGHT WERE RED WITH HANDLE UP AND GREEN WITH HANDLE DOWN. OK FOR SERVICE. REMOVED GEAR PINS.									
3350 UALA	1839U 46633	DOUG DC1010	GE CF66D			POWER SUPPLY	INOPERATIVE CABIN		11/29/97 97UAL900843
EMERGENCY LIGHTS FAIL TEST. FOUND CONNECTION ON POWER SUPPLY DAMAGED. REPLACED CONNECTION, POWER SUPPLY AND BATTERY PACK, OPS CHECK GOOD.									
3350 CALA	14063 47864	DOUG DC1030				CHARGER EMBS1392	INOPERATIVE CABIN		4/6/98 CALA9800629
INSPECTION FOUND ZONE-A EMERGENCY LIGHT BATTERY PACK INOPERATIVE. THE EMERGENCY LIGHT CHARGER WAS REPLACED AND OPERATION CHECKED GOOD IAW MM 33-50-00.									
3610 UALA	1837U 47969	DOUG DC1010	GE CF66D		GENERAL ELEC	DUCT 9041M90G03	RUPTURED NR 3 ENGINE	100	12/24/97 97UAL900892
ON CLIMBOUT, NR 3 ENGINE FIRE INDICATION. INDICATION STOPPED WHEN ENGINE WAS SHUT DOWN. ENGINE EGT WENT TO 953C MOMENTARILY. *S/D* THE 16TH STAGE PNEUMATIC SUPPLY DUCT FAILED AND RUPTURED AT ONE OF THE ATTACHMENT LUGS. ABNORMAL VIBRATION CONDITION WAS CONFIRMED IN TEST CELL RUN.									
5210 CALA	14063 47864	DOUG DC1030				AIR BOTTLE	LOW PRESSURE R1 DOOR		4/7/98 CALA9800636
INSPECTION FOUND R-1 DOOR AIR BOTTLE PRESSURE LOW. THE AIR BOTTLE WAS FILLED IAW MM 52-11-06.									
5210 CALA	14063 47864	DOUG DC1030				AIR BOTTLE	LOW PRESSURE L3 DOOR		4/7/98 CALA9800634
INSPECTION FOUND L-3 DOOR AIR BOTTLE PRESSURE LOW. THE AIR BOTTLE WAS FILLED IAW MM 52-12-06.									
5210 CALA	14063 47864	DOUG DC1030				AIR BOTTLE	LOW PRESSURE L2 DOOR		4/7/98 CALA9800635
INSPECTION FOUND L-2 DOOR AIR BOTTLE PRESSURE LOW. THE AIR BOTTLE WAS FILLED IAW MM 52-12-06.									
5230 FDEA	322FE 47908	DOUG DC1030F				SLIDER	BROKEN CARGO DOOR		4/5/98 98FDEA00250
SHORT FINAL, LEFT AFT CARGO DOOR LIGHT ON F/E PANEL ILLUM FOLLOWED BY IMMEDIATE PRESSURE DROP IN CABIN. ACFT WAS ALREADY CONFIGURED FOR LANDING, LANDED SUCCESSFULLY, NO FURTHER PROBLEMS. DOOR 4L SWITCH NOT WORKING DUE TO TRACK CAM AND SLIDER BROKEN. REPLACED TRACK CAM AND SLIDER, OPS OK. C/B'S DO NOT POP.									
5310 UALA	1834U 47966	DOUG DC1010	GE CF66D			STRUCTURE	DAMAGED FUSELAGE		12/17/97 98UAL900006
FUSELAGE SKIN AND UNDERLYING CIRCUMFERENTIAL FRAMES DAMAGED DURING PUSHBACK. DAMAGE OCCURRED ALONG A HORIZONTAL REFERENCE LINE APPROX 6 INCHES BELOW AND PARALLEL TO THE LOWER EDGE OF THE L1 DOOR CUTOUT. SKIN PANEL BETWEEN STA 304 AND STA 401 BUTT JOINTS AND STA 348 AND STA 357 FRAMES CREASED/CRACKED/DENTED. SKIN PANEL WAS REPLACED. STA 348 AND STA 357 FRAMES WERE LOCALLY SPLICED. ADDITIONAL MINOR GOUGING TO SKIN PANEL WAS REWORKED.									

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5311 NWAA	225NW 46582	DOUG DC1030				FRAME	CORRODED BS 895		3/16/98 9805491225
DURING M-CHECK, FOUND CORROSION ON FORWARD CARGO DOOR JAMB FRAME AT FS 895, STR 42R. REPAIRED PER EA 12-190781.									
5311 NWAA	255NW 46582	DOUG DC1030				FRAME	CRACKED BS 459		3/18/98 9805481225
DURING M-CHECK, FOUND CRACK IN LOWER NOSE FUSELAGE FRAME AT FS 459 RBL 62. REPAIRED PER EA 12-150786.									
5311 NWAA	225NW 46582	DOUG DC1030				FRAME	CRACKED BS 459		3/18/98 9805471225
DURING M-CHECK, FOUND CRACK IN LOWER NOSE FUSELAGE FRAME AT FS 459 LBL 62. REPAIRED PER EA 12-150786.									
5311 NWAA	152US 46761	DOUG DC1040				FRAME	CRACKED BS 895		3/1/98 9805511152
DURING L-CHECK, FOUND CRACK IN FORWARD CARGO DOOR JAMB FS 895. REPAIRED PER EA 11-154993.									
5311 NWAA	152US 46761	DOUG DC1040				FRAME	CRACKED BS 459		3/11/98 9805531152
DURING L-CHECK, FOUND CRACK IN FRAME AT FS 459, LBL 62 IN THE FORWARD AVIONICS COMPARTMENT. REPAIRED PER EA 11-150785.									
5311 NWAA	152US 46761	DOUG DC1040				FRAME	CRACKED BS 459		3/10/98 9805501152
DURING L-CHECK, FOUND CRACK IN FRAME AT FS 459, RBL 62 IN FORWARD AVIONICS COMPARTMENT. REPAIRED PER EA 11-150785.									
5320 NWAA	152US 46761	DOUG DC1040				WEB	CRACKED BS 476		3/1/98 9805521152
DURING L-CHECK, FOUND A CRACK IN THE NOSE GEAR SUPPORT BEAM RIGHT WEB AT FS 476. REPAIRED PER EA 11-156156.									
5530 SCNA	151SY 48295	DOUG DC1015				FASTENER	SHEARED VERT STAB		2/26/98 SCNA98029
DURING A SCHEDULED MAINTENANCE INSPECTION, THE AFT LOWER RIGHT HAND FASTENER WAS FOUND SHEARED OFF ON THE NUT SIDE FOR THE NUMBER FOUR BANJO FITTING ATTACHMENT. THE AREA WAS REWORKED IN ACCORDANCE WITH SERVICE BULLETIN DC10-55-023 REVISION TWO.									
5712 UALA	1837U 47969	DOUG DC1010	GE CF66D			RIB	CRACKED CTR WING		1/5/98 98UAL900004
A CRACK WAS FOUND ON THE CENTER WING SECTION RIBS LOCATED AT RBL 29.0. THE CRACK RUNS FWD AND AFT DIAGONALLY AND MEASURES APPROXIMATELY 4.00 INCHES IN LENGTH. A DOUBLER WAS INSTALLED IN THE AREA.									
5712 UALA	1837U 47969	DOUG DC1010	GE CF66D			BULKHEAD WEB	CRACKED WS 46.5		11/26/97 97UAL900848
THE CENTER WING BOX BULKHEAD WEB AT STATION XCW=46.5 IS CRACKED. THE CRACK IS LOCATED BETWEEN APB7038-52 STIFFENERS AND APB7038-68 ANGLE AND APB 7038-60 TEE. THE CRACK LENGTH IS APPROXIMATELY 8 INCHES LONG. THE CRACK WAS TRIM-OUT AND A PERMANENT REPAIR WAS ACCOMPLISHED.									
5743 CALA	41068 47867	DOUG DC1030				FITTING	CORRODED LT MLG		4/1/98 CALA9800608
INSPECTION FOUND LT MLG FITTING ATTACHMENT TO LOWER SUPPORT DOUBLER CORRODED AROUND FASTENER HOLE AT INNER SURFACE. THE CORROSION WAS REMOVED IAW SRM 51-21-01. THE AREA WAS REPAIRED IAW ECRA 5740-01831.									

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7230 NWAA	154US 46763	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 3 ENGINE		3/30/98 9805731154
DURING THE LANDING ROLLOUT AT APPROXIMATELY 80 KNOTS WHILE IN REVERSE THRUST, THE NR 3 ENGINE COMPRESSOR STALLED. THE ENGINE WAS SHUT DOWN AT APPROXIMATELY 40 KNOTS WITH THE EGT AT MAXIMUM FOR 10 SECONDS. THE ENGINE WAS BOROSCOPIED WITH NO DEFECTS NOTED. THE AIRCRAFT WAS REMOVED FROM SERVICE AND FERRIED TO MSP FOR AN ENGINE CHANGE. EXACT REASON FOR THE ENGINE STALLS TO BE DETERMINED.									
7230 NWAA	154US 46763	DOUG DC1040	PWA JT9D20J			COMPRESSOR	STALLED NR 2 ENGINE		3/30/98 9805721154
DURING LANDING ROLLOUT AT APPROXIMATELY 80 KNOTS WHILE IN REVERSE THRUST, THE NR 2 ENGINE COMPRESSOR STALLED. THE ENGINE WAS SHUT DOWN AT APPROXIMATELY 40 KNOTS. THE EGT WAS AT MAXIMUM INDICATION FOR 10 SECONDS. THE ENGINE WAS BOROSCOPIED WITH NO TROUBLE FOUND. DUE TO THE OVERTEMP CONDITIONS THE AIRCRAFT WAS REMOVED FROM SERVICED AND FERRIED TO MSP FOR AN ENGINE CHANGE. EXACT REASON FOR ENGINE STALLS TO BE DETERMINED.									
7700 UALA	1859U 47819	DOUG DC1030	GE CF650C2		WOODWARD GOV	CIT SENSOR 8901224	FAILED NR 2 ENGINE		12/12/97 97UAL900872
UNABLE TO MAKE TAKEOFF POWER NR 2 ENGINE. HAD TO ABORT TAKEOFF AT 100 KNOTS. *S/D* COMPRESSOR INLET TEMPERATURE SENSOR, 8901-224 WAS REPLACED. UNIT FAILURE WAS CONFIRMED BY THE HOME SHOP.									
7933 UALA	1845U 48261	DOUG DC1010	GE CF66D			OIL TEMP SENSOR	MALFUNCTIONED NR 1 ENGINE		12/15/97 97UAL900873
SHUT DOWN NR 1 ENGINE UPON LANDING TO HONOLULU DUE TO LOW OIL PRESSURE. *S/D* THE OIL TEMP SENSOR AND INDICATOR WERE REPLACED, OP CHECKED OK.									
8520 OTJA	941AT 4293040	DOUG DC3C	PWA R183092			STUD	FAILED CYL HOLD DOWN		11/11/97 905 98ZZZX1345
ENGINE SHUT DOWN DUE ROUGH RUNNING. CYLINDER HOLD-DOWN STUDS FOUND TO HAVE FAILED ON ONE CYLINDER. AD 56-06-02 APPLIES TO THIS ITEM.									
2121 IXXA	728PL 45918	DOUG DC862				FAN X207256C	DEFECTIVE A/C BAY		4/5/98 1294 IXXA9800034
EN ROUTE, A BURNT ELECTRICAL ORDER WAS SENSED IN THE COCKPIT WITH THE RIGHT RECIRCULATION FAN OPERATING. THE FAN WAS SHUT OFF FOR THE REMAINDER OF THE FLIGHT. MAINTENANCE INSPECTED AND FOUND THE FAN DEFECTIVE. MAINTENANCE DEFERRED THE RIGHT RECIRCULATION FAN.									
2420 RRXA	8087U 45977	DOUG DC871F				RESISTOR	OVERHEATED COCKPIT		3/27/98 RRXA98075
ON LANDING, NR 4 GEN UNPARL'D LIGHT AND BUS POWER FAIL LIGHT ON, SMOKE IN COCKPIT. FOUND NR 4 25 WATT RESISTOR OVERHEATED, ENTERED AS DMI NR 803339 IAW MEL 24-1 CAT C DUE DATE 4-6-98 PLACARD INSTALLED.									
2612 RRXA	991CF 45801	DOUG DC8F54				FIRE ELEMENT 24407332	SHORTED NR 2 ENGINE		3/24/98 RRXA98073
CLIMBING THROUGH 13000 FT, NR 2 ENG FIRE WARNING CAME ON. SHUT DOWN ENGINE AND FIRE WARNING WENT OUT. TESTED FIRE WARNING AND TEST WAS INOP, DISCHARGED AGENT AFTER APPROX 30 SEC FIRE TEST WAS GOOD. RII FOUND NR 2 ENG UPPER AFT FIRE WARNING ELEMENT SHORTING TO CLAMP. REMOVED AND REPLACED SAME MOW NORMAL. REMOVED AND REPLACED INBD NR 2 FIRE BOTTLE IAW MM -26-4-1, OPS NOW NORMAL ON 2 AND 3 ENG RUN.									
3231 CKSA	812CK 45890	DOUG DC861				LOCKS	LACK OF LUBE MLG DOOR		3/4/98 CKSA98207
AFTER CLIMB CHECKLIST COMPLETE, DOOR NOT LATCHED LIGHT CAME ON. ALSO, RT DOOR UNSAFE LIGHT ON, ALL ELSE NORMAL. LUBED GEAR DOOR ROLLOVER LOCKS, OPS CHECKS NORMAL PER MM 52-0.									
3251 DM4R		DOUG DC863				END BARREL 37666395508 3766640502	CRACKED STEERING CYL		3/23/98 98ZZZX1381
END BARREL (CAP) HAS TWO LARGE CRACKS (APPROXIMATELY 1.50 INCH LONG) PER INDICATOR TO THREADS. CRACKS ARE 180 DEGREES FROM EACH OTHER. END BARREL WAS MANUFACTURED BY AV-MAT FAA-PMA PART.									

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3260 IXXA	728PL 45918	DOUG DC862				SWITCH H146	DEFECTIVE LT MLG		4/2/98 IXXA9800035
EN ROUTE, GEAR UPLATCH CHECK FAILED WITH THE GEAR NOT LATCHED WARNING LIGHT ILLUMINATED. THE FLIGHT CREW CYCLED THE GEAR EXTINGUISHING THE WARNING LIGHT. GROUND INSPECTION FOUND THE LEFT MAIN GEAR UPLATCH SWITCH INTERMITTENT AND ELETRICAL CONNECTOR DAMAGED. MAINTENANCE REPLACED THE SWITCH AND REPAIRED THE CONNECTOR IAW MAINTENANCE MANUAL 32-60-0 AND ACCOMPLISHED A GEAR SWING.									
5311 ABXA	814AX 46041	DOUG DC863F			DOUG	FRAME 5645332617	CORRODED BS 902		2/15/98 ABXA9800287
BULGING CORROSION AND POPPED RIVETS RBL 64 STATION 902. REPAIRED IAW DWG 5645332 AND DC8 SRM 53-2-0.									
5313 ABXA	814AX 46041	DOUG DC863F			DOUG	LONGERON 56138627	CORRODED BS 25		3/13/98 ABXA9800305
LONGERON 31R AT STATION 25 HAS HEAVY CORROSION. REPAIRED IAW DC8 SRM 51-1-20.									
5313 ABXA	814AX 46041	DOUG DC863F			DOUG	LONGERON 1415997	CORRODED BS 1746		2/20/98 ABXA9800308
LONGERON 32L CORRODED BEYOND LIMITS AT STATION 1746 TO 1756. REPAIRED IAW DC8 SRM 53-22.									
5313 ABXA	814AX 46041	DOUG DC863F			DOUG	STRINGER 52641520	CORRODED BS 1460		3/12/98 ABXA9800310
STRINGERS 34R AND 34L AT STATION 1460 CORRODED BEYOND LIMITS. REPAIRED IAW DC8 SRM 53-2-0 AND 51-1-20.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 3750330523	CRACKED BS 440-460		2/12/98 ABXA9800284
STATION 440 TO 460 STRINGER 33R SPLICE FITTING IS CRACKED AT FWD END. REPAIRED IAW DC8 SRM 51-1-21D.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	ANGLE 5613327105	CRACKED BS 25		2/28/98 ABXA9800294
COCKPIT SUB FLOOR AT STATION -25 RBL 8, INTERCOSTAL IS CRACKED AT FWD END (FLOOR SUPPORT ANGLE). REPAIRED IAW DWG 5613327 AND DC8 SRM 51-1-21.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	DOUBLER 577991711	CRACKED BS 450		3/15/98 ABXA9800302
FINGER DOUBLER CRACKED AT STATION 450, LONGERON 31L. CORROSION OUT OF LIMITS. REPAIRED IAW ABX REA D853-22748.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 3649114N	CORROSION BS 920		3/14/98 ABXA9800303
CORRODED VERTICAL FITTING RBL 65 STATION 920. REPAIRED IAW DC8 SRM 51-1-20D.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	SHEAR TIE 97558851	CORRODED BS 1000		3/15/98 ABXA9800304
FORWARD SHEAR TIE AT STATION 1000 HAS HEAVY CORROSION AT LONGERON 33R. REPAIRED IAW DC8 SRM 53-20-0 AND DWG 9755888.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 3640887N	CORRODED BS 960-980		2/15/98 ABXA9800285
HORIZONTAL FITTING CORRODED AT LBL 48 BETWEEN FUSELAGE STATION 980 AND 960. REPAIRED IAW DC8 SRM 51-3-0 AND 51-1-21.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	DOUBLER 561386255	CORRODED BS 20-25		3/6/98 ABXA9800279
FINGER DOUBLER HAS HEAVY CORROSION AT FS 20 TO 25, STRINGER 31R. REPAIRED IAW DC8 SRM 53-1-0 AND 51-1-20.									

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5320 ABXA	814AX 46041	DOUG DC863F			DOUG	INTERCOSTAL 561032617	CRACKED BS 520		2/22/98 ABXA9800283
STATION 520 RBL 10 ON CEILING INTERCOSTAL ATTACH ANGLE IS CRACKED. REPAIRED IAW DC8 SRM 53-7-7 AND 51-1-21D.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	DOUBLER 577991711	CORRODED BS 105		3/9/98 ABXA9800291
INTERNAL FINGER DOUBLER CORRODED AND CRACKED AT STATION 105, LONGERON 31R. REPAIRED IAW ABX REA D853-22748 MR.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	CUSP 9753785	CORRODED BS 460-560		3/7/98 ABXA9800292
MAIN CABIN LOWER CUSP CORRODED BEYOND LIMITS AT STATION 460 TO STATION 560 RIGHT SIDE. REPAIRED IAW DC8 SRM 53-2-5.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	INTERCOSTAL 561032617	CRACKED BS 340		2/12/98 ABXA9800281
INTERCOASTAL JUST AFT OF MAIN DECK FLOORBEAM STATION 340 LBL10 CRACKED. REPAIRED IAW DC8 SRM 53-20 AND 51-1-20D.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	SPLICE 3750257IN	CRACKED BS 440-460		3/7/98 ABXA9800306
LONGERON 31L SPLICE FITTING CRACKED BETWEEN STATION 440 TO 460. REPAIRED IAW DC8 SRM 51-1-20D.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	ANGLE 57500421	CRACKED BS 930-935		3/28/98 ABXA9800312
KEEL BEAM AREA AT APPROXIMATELY STATION 930 TO 935 RIGHT SIDE, THE KEEL ANGLE HAS A 5 INCH CRACK. REPAIRED IAW ABX REA D853-22758 AND DC8 SRM 52-2-0.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	SPLICE 3750496	CRACKED BS 620		2/12/98 ABXA9800316
STATION 620 BETWEEN STRINGERS 35R AND 35L FRAME SPLICE HAS 8 INCH CRACK. REPAIRED IAW DC8 SRM 51-1-20.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	SHEAR TIE 3755843502N	CRACKED BS 1160		3/13/98 ABXA9800315
SHEAR TIE CRACKED, STATION 1160 BETWEEN LONGERON 34R TO 35R. REPAIRED IAW DC8 SRM 51-1-20D.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 3755847501	CRACKED BS 1150		3/12/98 ABXA9800314
SHEAR TIE AT STATION 1150 BETWEEN LONGERON 30R AND 33R HAS 6 INCH CRACK. REPAIRED IAW SRM 51-1-20D.									
5711 ABXA	814AX 46041	DOUG DC863F			DOUG	SPAR 5597841502	CORRODED WS 555		2/11/98 ABXA9800309
RIGHT WING REAR SPAR UPPER CHORD AT STATION XRS 555 HAS EXFOLIATION CORROSION. REPAIRED IAW ABX REA D857-22332.									
5711 ABXA	814AX 46041	DOUG DC863F			DOUG	SPAR 5597830501	CRACKED RT MLG WW		3/11/98 ABXA9800317
RIGHT WHEEL WELL AT FWD LOWER OUTBOARD END, REAR SPAR LOWER CHORD HAS NUMEROUS CRACKS. REPAIRED IAW ABX REA D857-22747 MR.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB	CRACKED WS 354		3/12/98 ABXA9800307
LEFT WING LEADING EDGE RIB CRACKED AT WS 354 UPPER AFT. REPAIRED IAW DC8 SRM 51-1-20D.									

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5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB K050567	CRACKED WS 220.0		2/23/98 ABXA9800282
AT XFS 220.0, NR 2 STUB WING RIB (UPPER) IS CRACKED. REPAIRED IAW DWG K05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB K050567	CRACKED WS 270		2/22/98 ABXA9800286
NR 3 STUB WING RIB IS CRACKED AT STA 270 (UPPER RIB). REPAIRED IAW DWG K05056 AND DC8 SRM 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 5770024	CRACKED LT WING		2/14/98 ABXA9800288
LEFT LEADING EDGE SECTION BETWEEN PYLONS, LOWER LEADING EDGE RIB JUST INBOARD OF SLOT ACTUATOR IS CRACKED AT THE AFT END. REPAIRED IAW DWG K05056-7001 AND DC8 SRM 51-1-11.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947023	CRACKED WS 778.75		2/10/98 ABXA9800280
LEFT WING LEADING EDGE UPPER RIB CRACKED AT AFT END XFS 778.75. REPAIRED IAW ABX DWG K05056 AND DC8 SRM 51-1-20D.									
5720 ABXA	814AX 46041	DOUG DC863F			DOUG	DOUBLER 5769600	CRACKED WS 597-603		2/23/98 ABXA9800293
RIGHT WING LEADING EDGE SKIN INTERNAL DOUBLER BETWEEN STA XFS 597 AND XFS 603 IS CRACKED AT THE TAI EXHAUST HOLES. REPAIRED IAW DWG 5769600 AND DC8 SRM 51-1-21.									
5720 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 36468741	CRACKED WS 23		3/5/98 ABXA9800313
LEFT WHEEL WELL FITTING CRACKED AT STATION XCW 23 BELOW PRESSURE PANEL. REPAIRED IAW DC8 SRM 51-1-8.									
5730 ABXA	814AX 46041	DOUG DC863F			DOUG	SKIN 5769857	CRACKED LT WING		3/16/98 ABXA9800301
LEFT WING LEADING EDGE BETWEEN PYLONS INTERNAL UPPER DOUBLER IS CRACKED ABOVE SLOT ACTUATOR. REPAIRED IAW DC8 SRM 51-3-0 AND 51-1-20D.									
7200 IPXA	798UP 45898	DOUG DC871F	GE CFM56*			ENGINE	FAILED NR 4		3/25/98 UPS98826178
NR 4 ENGINE FLAMEOUT AT FL350, SUCCESSFUL RESTART WITH MILD VIBRATION. FLAMEOUT WITH THROTTLE ADVANCE. FIRE TEST INDICATED SHORT CIRCUIT, MA N-O-TEMP(270DEG. C). NR 4 BLEED OFF, TEMP DECREASE ENG FIRE, SEVERE DAMAGE CHECKLIST ACCOMPLISHED. DISCHARGED BOTH FIRE BOTTLES.									
2133 NWAA	986US 47480	DOUG DC932				ACTUATOR 54447222	BINDING OUTFLOW VALVE	50572 39325	4/6/98 9806129986
LOSS OF CABIN PRESSURIZATION OCCURRED DURING CRUISE FLIGHT AND COULD NOT BE CONTROLLED MANUALLY. CREW ACCOMPLISHED EMERGENCY DESCENT TO 10,000 FEET AND CONTINUED TO DESTINATION. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND OUTFLOW VALVE ACTUATOR BINDING. REPLACED ACTUATOR, OPERATIONAL CHECK NORMAL.									
2160 TWAA	913TW 49184	DOUG DC982				INDICATOR SRL92G	WORN COCKPIT		3/16/98 TWAA9803809
STL - FLT 715 - OVERHEAT ODOR IN CABIN AND COCKPIT WHILE ON APPROACH. NO OVERHEAT INDICATION. WING AND ENGINE ANTI-ICE ON. GAUGES DID NOT INDICATE HOT, SOME SMOKE IN CABIN. TURNED OFF ALL SYSTEMS. REPLACED LEFT TEMP CONTROL VALVE POSN IND AND RESEATED CONNECTOR FOR THE TEMP CONTROL VALVE. (M)									
2170 NWAA	92S 47064	DOUG DC915				COALESCER BAG	CONTAMINATED CABIN		4/7/98 9806139102
DURING CLIMBOUT, FLIGHT ATTENDANT REPORTED AN ELECTRICAL ODOR IN THE REAR CABIN. FLIGHT RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED BOTH NR 1 AND NR 2 WATER SEPARATOR COALESCER BAGS, OPERATIONAL CHECK NORMAL.									

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2421	951U	DOUG				GENERATOR	WORN		3/19/98
TWAA	49245	DC982				976J2528	APU		TWAA9804103
JFK - FLT 8703 - THE LEFT GEN FAILED, NO VOLTS OR FREQS. APU STARTED AND RAN NORMALLY FOR 30 MINUTES THEN APU GEN FAILED, NO VOLTS OR FREQS RETURNED TO JFK. THE LEFT GEN WAS DEFERRED PER MEL, AND THE APU GENERATOR CONTROL UNIT WAS REPLACED. IN FLIGHT, THE APU GENERATOR RAN NORMAL FOR AWHILE THEN FAILED. FLT AGAIN RETURNED TO JFK. REPLACED THE LEFT CSD MFG PN 696233B, AND THE APU GENERATOR. (M)									
2510	905AX	DOUG				SEAT	LACK OF LUBE	732	3/31/98
ABXA	47147	DC932				5925379502	RT COCKPIT		ABXA9800289
FIRST OFFICER'S SEAT WAS DIFFICULT TO LOCK IN FULL FORWARD POSITION. SEAT SLID BACK ON INITIATION OF TAKEOFF ROLL. SEAT UNLOCKED ON FINAL APPROACH INTO ILN WITH FIRST OFFICER FLYING AIRCRAFT. LUBRICATED FIRST OFFICER'S SEAT LINKAGE. SEAT OPERATES NORMALLY. LOCKS IN ALL POSITIONS IAW DC 9 MM.									
2540	905VV	DOUG				TUBE	CORRODED		2/5/98
ZZDA	47378	DC932				79556527514	RT AFT LAV		VJ9800062
CORROSION FOUND ON RT AFT LAV PRESSURE PLUMBING. REPLACED CORRODED SECTION OF PLUMBING IAW DC9 MM 25-41-0.									
2560	301ME	DOUG				SLIDE COVER	FELL OFF		4/2/98
MWEA	47190	DC932				5917689103	PAX DOOR		MWEA98386
THE PASSENGER ENTRANCE DOOR SLIDE COVER CAME OFF WHEN OPENED. MTC REINSTALLED PASSENGER DOOR SLIDE COVER.									
2560	916VV	DOUG				SLIDE COVER	LOOSE		4/7/98
ZZDA	47445	DC932				591769637	L1 DOOR		VJ9800115
FORWARD ENTRY DOOR SLIDE COVER DISLODGED. RESEATED SLIDE IAW MM 25-60, PERFORMED REQUIRED INSPECTIONS.									
2560	204ME	DOUG				COVER	FELL OFF		3/30/98
MWEA	47680	DC932				591769037	GALLEY DR SLIDE		MWEA98384
THE GALLEY SLIDE COVER FELL OFF. MTC REINSTALLED GALLEY SLIDE COVER.									
2560	207ME	DOUG				COVER	FELL OFF		4/1/98
MWEA	47794	DC932				5917689103	CABIN DOOR SLIDE		MWEA98383
THE MAIN CABIN DOOR EVACUATION SLIDE COVER SEPARATED FROM DOOR. MTC REINSTALLED MAIN CABIN DOOR SLIDE COVER.									
2565	8944E	DOUG				SLIDE BOTTLE	LOW PRESSURE	47964	4/4/98
NWAA	47167	DC931				13621224	CABIN	2488	9805929988
DURING LINE MAINTENANCE INSPECTION, FOUND AFT EVACUATION SLIDE BOTTLE LOW ON PRESSURE. REPLACED SLIDE.									
2565	9331	DOUG				SLIDE	LOW PRESSURE	43994	4/7/98
NWAA	47263	DC931				13621224	TAIL CONE	2000	9806149967
DURING LINE MAINTENANCE INSPECTION, FOUND TAIL CONE EVACUATION SLIDE BOTTLE LOW ON PRESSURE. REPLACED SLIDE.									
2565	963N	DOUG				SLIDE BATTERY	DISCHARGED	14130	4/6/98
NWAA	47415	DC931				113317	SERVICE DOOR	1208	9805989913
DURING PERIODIC CHECK, FORWARD GALLEY DOOR EVACUATION SLIDE FAILED BATTERY TEST. REPLACED SLIDE.									
2611	9346	DOUG				SMOKE DETECTOR	ACTIVATED		4/5/98
NWAA	47376	DC932					LAVATORY		9806099950
FORWARD LAVATORY SMOKE DETECTOR ACTIVATED ON APPROACH. FLIGHT CREW DECLARED AN EMERGENCY AND AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE INSPECTED WIRING AND ELECTRICAL SYSTEMS. ALL SYSTEMS CHECKED NORMAL. DISCREPANCY COULD NOT BE DUPLICATED.									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2730 ZZDA	905VV 47378	DOUG DC932				BRACKET 5957119503	CORRODED ELEVATOR CONTL		2/4/98 VJ9800061
FOUND CRANK BRACKET CORRODED BEYOND LIMITS ON ELEVATOR SERVO CABLE ATTACH. REPLACED CRANK ASSY AND HARDWARE IAW DC9 MM 22-10-5, RIGGED AND OPS CHECKED GOOD IAW DC9 MM 27-40-0.									
2760 ZZDA	905VV 47378	DOUG DC932				BRACKET 5913879507	CORRODED WS 300		2/6/98 VJ9800067
RT OUTBOARD SPOILER PULLEY BRACKET CORRODED. REPLACED BRACKET IAW DC9 MM 27-60-0.									
2780 NWAA	763NC 47716	DOUG DC951				DUCT	INOPERATIVE LT LE SLAT		4/3/98 9806009854
DURING DESCENT AND SLAT EXTENSION, THE SLAT EXTEND BLUE INDICATION LIGHT DID NOT ILLUMINATE. THE FLIGHT CREW CYCLED THE SLATS, PERFORMED COM PROCEDURES, CONTACTED MAINTENANCE CONTROL, DECLARED AN EMERGENCY, AND LANDED AT MEM WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT WING TELESCOPE DUCT, OPERATIONAL CHECK NORMAL.									
2910 NWAA	926RC 47473	DOUG DC932				LINE	LEAKING RT HYD SYST		4/7/98 9806169924
RIGHT HYDRAULIC SYSTEM QUANTITY AND PRESSURE DROPPED TO ZERO EN ROUTE. CREW DECLARED AN EMERGENCY AND CONTINUED TO DESTINATION. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND FLEX LINE LEAKING AT ELECTRIC PUMP OUTLET. REPLACED LINE, OPERATIONAL CHECK OK.									
3010 NWAA	751NW 47115	DOUG DC941				PRESS SWITCH 420115	ERRATIC WING ANTI-ICE	41640 13	4/2/98 9805749751
DURING CLIMB-OUT FROM DTW, AIRFOIL ICE PROTECTION PRESSURE ABNORMAL LIGHT ILLUMINATED UPON SELECTION OF WING ANTI-ICE. FLIGHT WAS DIVERTED TO IND AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED WING ICE PROTECTION AIR PRESSURE SWITCH. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
3230 AALA	581AA 53158	DOUG DC982				CYLINDER 39370335503	DEFECTIVE RT MLG		3/2/98 AALA980417
SFO - FLT 1917 - UPON ARRIVAL SFO, NECESSARY TO RECYCLE GEAR THREE TIMES TO GET DOWN AND LOCKED INDICATION. REPLACED RIGHT MAIN LANDING GEAR BUNGEE CYLINDER. ACCOMPLISHED GEAR SWING WITH NO PROBLEMS NOTED. LEAK CHECKED OK. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3260 NWAA	8950E 47186	DOUG DC931				PROX SENSOR	BROKEN NLG		4/6/98 9806109990
DURING APPROACH, NOSE LANDING GEAR GREEN DOWNLOCK LIGHT DID NOT ILLUMINATE AFTER GEAR EXTENSION. CREW VERIFIED VISUALLY THROUGH PEEP HOLE THAT GEAR WAS DOWN AND LOCKED. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND NOSE GEAR PROXIMITY SENSOR BROKEN. REPLACED SENSOR, OPERATIONAL CHECK NORMAL.									
3260 TWAA	984Z 47412	DOUG DC931				SWITCH H146	INTERMITTENT NLG		3/19/98 TWAA9804101
SGF - FLT 363 - ON GEAR EXTENSION, THE NOSE GEAR DOWN LIGHT WAS INOPERATIVE. CYCLED LANDING GEAR AND GOT CORRECT INDICATION. MADE TWO FLYBYS. FOUND UPLIMIT SWITCH INTERMITTENT. REPLACED SWITCH. (M)									
3260 ABXA	980AX 47176	DOUG DC932				UPLATCH 59151695512	WORN RT MLG DOOR		4/1/98 ABXA9800311
AFTER GEAR RETRACTION ON TAKEOFF, THE RIGHT GEAR UNSAFE LIGHT REMAINED ON. RECYCLED GEAR AND PERFORMED UPLATCH CHECK WITH NORMAL INDICATION. REPLACED RIGHT MAIN LANDING GEAR DOOR UPLATCH ASSEMBLY IAW DC9 MM 32-31-4.									
3260 ABXA	980AX 47176	DOUG DC932				UNSAFE LIGHT	ILLUMINATED RT MLG		3/31/98 ABXA9800290
AFTER GEAR RETRACTION, THE RIGHT GEAR UNSAFE LIGHT REMAINED ILLUMINATED. IN THE GEAR UP-LATCH CHECK POSITION, THE GEAR DOOR UNSAFE LIGHT ILLUMINATED. RECYCLED GEAR DOWN AND UP, NORMAL OPERATION. PERFORMED ADJUSTMENT/TEST IAW DC9 MM 32-31-4, FOUND NO DEFECTS. OPERATED LANDING GEAR SEVERAL TIMES, PERFORMED UP-LATCH CHECK. OPS CHECKED NORMAL. NO DEFECTS NOTED.									

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3260 NWAA	609NW 47234	DOUG DC932				PROX SENSOR	BROKEN NLG		4/6/98 9806119609
DURING APPROACH, NOSE LANDING GEAR GREEN DOWNLOCK LIGHT DID NOT ILLUMINATE AFTER GEAR EXTENSION. EMERGENCY GEAR EXTENSION PROCEDURES WERE UTILIZED AND AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND NOSE GEAR PROXIMITY SENSOR BROKEN AT OVERCENTER LINK. REPLACED SENSOR. ALSO, REPLACED MAIN GEAR DOOR SKID PLATES DUE TO DAMAGE INCURRED ON LANDING.									
3260 NWAA	675NC 47651	DOUG DC951				PROX SENSOR	FAILED NLG		4/5/98 9806049880
DURING FLIGHT, THE NOSE LANDING GEAR UNSAFE LIGHT ILLUMINATED. THE FLIGHT CREW PERFORMED COM PROCEDURES, DIVERTED FLIGHT TO ATL AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NOSE LANDING GEAR LOCK SENSOR AND PROXIMITY ELECTRONICS UNIT, OPERATIONAL CHECK NORMAL.									
3350 NWAA	89S 47042	DOUG DC931				CONNECTOR	LOOSE CABIN		4/2/98 9805789930
OVERWING EMERGENCY EXIT LIGHT AT SEAT 12D INOPERATIVE. RESEATED CONNECTOR. OPERATIONAL CHECK NORMAL.									
3350 NWAA	89S 47042	DOUG DC931				BATTERIES	DISCHARGED TAIL CONE		4/2/98 9805799930
EMERGENCY LIGHTS ON BOTH SIDES OF CATWALK INOPERATIVE. REPLACED BATTERIES. OPERATIONAL CHECK NORMAL.									
3350 NWAA	1309T 47316	DOUG DC931				POWER SUPPLY	INOPERATIVE TAIL CONE		4/1/98 9805809944
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS IN TAILCONE AREA INOPERATIVE. REPLACED POWER SUPPLY. OPERATIONAL CHECK NORMAL.									
3350 NWAA	8978E 47327	DOUG DC931				WIRE	BROKEN TAIL CONE		4/1/98 9805769995
DURING LINE MAINTENANCE INSPECTION, FOUND CATWALK EMERGENCY LIGHTS IN TAILCONE INOPERATIVE. REPAIRED BROKEN WIRE. OPERATIONAL CHECK NORMAL.									
3350 NWAA	963N 47415	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		4/6/98 9805979913
DURING PERIODIC CHECK, FOUND RIGHT NACELLE AND RIGHT TAIL CONE EMERGENCY EVACUATION SLIDE LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 TWAA	924L 47324	DOUG DC932				BATTERIES 14597101	DISCHARGED CABIN		3/15/98 TWA9803704
STL - FLT 218 - DURING PREFLIGHT, ONE SECTION OF OVERHEAD EMERGENCY LIGHTS IN COACH WERE FOUND INOPERATIVE. REPLACED BATTERIES IN POWER PACK B-2. CHECK-C 8-6-97 MCI. (M)									
3350 NWAA	925US 47472	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		4/4/98 9805939925
AFT EMERGENCY FLASHLIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	619NW 47518	DOUG DC932				CONNECTOR	BROKEN CABIN		4/7/98 9806159619
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD PASSENGER DOOR EMERGENCY EXIT SIGN INOPERATIVE. CONNECTOR AT LIGHT ASSEMBLY WAS FOUND TO BE DISCONNECTED. REPAIRED AND REASSEMBLED CONNECTOR, OPERATIONAL CHECK NORMAL.									
3350 VJ6A	948VV 47559	DOUG DC932				LIGHT 1001191	INOPERATIVE CABIN		3/21/98 VJ9800052
MAIN CABIN DOOR EMERGENCY LIGHT INOP. REPLACED LIGHT ASSY, OPS CHECKED GOOD IAW MM 33-50. (M)									

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3350 NWAA	945N 47664	DOUG DC932				BATTERIES	DISCHARGED CABIN		4/6/98 9805969922
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD OVERWING EMERGENCY EXIT LIGHTS INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	758NW 47286	DOUG DC941				WIRING	FAILED CABIN		4/2/98 9805779758
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS IN AFT TAIL COMPARTMENT AND IN VENTRAL STAIR AREA INOPERATIVE. REPAIRED WIRING AT S3-156. OPERATIONAL CHECK NORMAL.									
3350 NWAA	675MC 47651	DOUG DC951				LIGHT	INOPERATIVE CABIN		4/5/98 9805899880
PILOT REPORTED EMERGENCY AISLE LIGHTS REMAINED ILLUMINATED FROM SEAT ROW 20, AFT REGARDLESS OF FLIGHT DECK LIGHT SWITCH POSITION. MAINTENANCE REPLACED THE LIGHT ASSEMBLY AT SEAT 15D, OPERATIONAL CHECK NORMAL.									
3350 NWAA	781NC 48121	DOUG DC951				CONNECTOR	DISCONNECTED CABIN		4/5/98 9805919872
DURING LINE CHECK, FOUND FLOOR PROXIMITY EMERGENCY LIGHT INOPERATIVE AT SEAT ROW 6. MAINTENANCE RECONNECTED CONNECTOR LOCATED UNDER SEAT ROW 6, OPERATIONAL CHECK NORMAL.									
3350 NWAA	786NC 48148	DOUG DC951				POWER SUPPLY	INOPERATIVE CABIN		4/5/98 9805909877
DURING LINE CHECK, FOUND TAIL COMPARTMENT EMERGENCY LIGHTS INOPERATIVE. MAINTENANCE REPLACED THE TAIL COMPARTMENT POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	787NC 48149	DOUG DC951				BATTERIES	DISCHARGED TAIL COMPT		4/2/98 9805759878
DURING LINE MAINTENANCE INSPECTION, FOUND TAIL COMPARTMENT EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES. OPERATIONAL CHECK NORMAL.									
3350 AALA	292AA 49304	DOUG DC982				WIRE	BROKEN CABIN		3/3/98 AALA980433
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY FLOOR LIGHTING AT FORWARD GALLEY WAS INOPERTIVE. REPAIRED BROKEN WIRE AT EMERGENCY FLOOR LIGHT FORWARD GALLEY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	493AA 49731	DOUG DC982				MODULE P4010051111	DEFECTIVE CABIN		3/4/98 AALA980441
EWR - DURING OVERNIGHT MAINTENANCE, HALF OF THE FLOOR EMERGENCY LIGHT WOULD NOT ILLUMINATE. REPLACED TWO EMERGENCY PATH LIGHTING MODULES IN AFT CABIN. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	498AA 49736	DOUG DC982				MODULE 2620441050	DEFECTIVE CABIN		3/1/98 AALA980421
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY LIGHT R2 DOOR LOWER MARKER INOPERATIVE. REPLACED FORWARD MODULE AND BATTERY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 TWAA	9404V 53140	DOUG DC983				CIRCUIT BREAKER	TRIPPED CABIN		3/14/98 TWAA9803701
MCI - DURING OVERNIGHT MAINTENANCE, THE FIRST CLASS EGRESS LIGHTS WERE FOUND INOPERATIVE. RESET CIRCUIT BREAKER. CHECK-C 1-31-98 LAX. (M)									
3442 NWAA	8914E 45831	DOUG DC914				TR UNIT 20671570153	INOPERATIVE E/E COMPT	2444 583	4/6/98 9806059155
DURING CLIMBOUT, THE RADAR SYSTEM WAS UNRELIABLE. FLIGHT RETURNED TO MEM AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RADAR TRANSCEIVER, OPERATIONAL CHECK NORMAL.									

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3442 NWAA	8945E 47181	DOUG DC931				TR UNIT 20671570153	MALFUNCTIONED E/E COMPT	7351 1	4/7/98 9806179989
WEATHER RADAR SYSTEM FAILED AFTER TAKEOFF. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED RADAR TRANSCEIVER, OPERATIONAL CHECK NORMAL.									
5240 CALA	71828 49488	DOUG DC982				BEAM	CRACKED SERVICE DOOR		4/4/98 CALA9800625
INSPECTION FOUND A 1.25 INCH CRACK AT FORWARD END OF FORWARD SERVICE DOOR NR 4 BEAM. A NR 4 BEAM WAS INSTALLED IAW EA 5240-01192.									
5280 ABXA	904AX 47040	DOUG DC932F			DOUG	PAN 59175331	CRACKED LT MLG DOOR		4/2/98 ABXA9800300
DURING C-CHECK, FOUND LEFT MAIN LANDING GEAR DOOR PAN CRACKED AT FORWARD SIDE. REPAIRED DOOR PAN IAW DC9 SRM 52-05.									
5311 NWAA	8932E 47141	DOUG DC931				FRAME	CORRODED BS 313		3/14/98 9805699996
DURING M CHECK, CORROSION AROUND FASTENERS IN FRAME 313 AND LONGERON 28R. REPAIRED PER EA 99-156259.									
5312 NWAA	942N 47459	DOUG DC932				DOUBLER	CRACKED AFT PRESS BLKHD		3/14/98 9805579920
DURING L CHECK, FOUND CRACK IN AFT PRESSURE BULKHEAD VENTRAL DOOR CUTOUT LEFT -9 DOUBLER. REPAIRED PER EA 99-156260.									
5313 ABXA	923AX 47165	DOUG DC931			DOUG	LONGERON 59114082	CRACKED BS 680		4/6/98 ABXA9800322
DURING C-CHECK, FOUND LONGERON 6R CRACKED AT STATION 680. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	923AX 47165	DOUG DC931			DOUG	LONGERON 59114082	CRACKED BS 617		4/6/98 ABXA9800323
DURING C-CHECK, FOUND LONGERON 6R CRACKED AT STATION 617. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	944AX 47550	DOUG DC931			DOUG	LONGERON 59364369	CRACKED BS 965		4/6/98 ABXA9800321
DURING C-CHECK, FOUND LONGERON 13R AT STATION 965 CRACKED. REPLACED LONGERON IAW DC9 SRM 53-02.									
5313 ZZDA	905VV 47378	DOUG DC932				LONGERON	CORRODED BS 317/325		3/26/98 VJ9800106
LONGERON 30 UNDER SPLICE FITTING AT FS 317 AND FS 325 CORRODED. REMOVED AND REPLACED IAW DC9 SRM 53-02, FIG 18.									
5313 ABXA	904AX 47040	DOUG DC932F			DOUG	LONGERON 59114277	CRACKED BS 965		4/2/98 ABXA9800297
DURING C-CHECK, FOUND LONGERON 16R CRACKED AT STATION 965. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	904AX 47040	DOUG DC932F			DOUG	LONGERON 59114269	CRACKED BS 965		4/2/98 ABXA9800298
DURING C-CHECK, FOUND LONGERON 12R CRACKED AT STATION 965. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	904AX 47040	DOUG DC932F			DOUG	LONGERON 591140615	CRACKED BS 180		4/2/98 ABXA9800299
DURING C-CHECK, FOUND LONGERON 3L CRACKED JUST AFT OF STATION 180. REPAIRED LONGERON IAW DC9 SRM 53-02.									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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5313 CALA	14831 49491	DOUG DC982				LONGERON	CORRODED BS 486-490		4/7/98 CALA9800633
INSPECTION FOUND LONGERON 30 IN FORWARD CARGO COMPARTMENT CORRODED FROM STA 486 TO 490. A NEW LONGERON WAS FABRICATED AND INSTALLED IAW SRM 53-02.									
5315 ZZDA	905VV 47378	DOUG DC932				FLOORBEAM 99581881	CORRODED BS 965		3/1/98 VJ9800075
FLOOR BEAM AFT LAV FS 965, BL 22R, CORRODED. REMOVED SECTION FLOORBEAM FROM BL 0 TO BL 50R, FABRICATED AND SPLICED NEW SECTION IAW DC9 SRM 53-05, FIG 20A. TREATED AND PRIMED IAW DC9 SRM 51-10-3 AND 51-30-0.									
5320 NWAA	8960E 45869	DOUG DC931				PRESSURE WEB	CRACKED BS 110		2/3/98 9805659992
DURING L CHECK, FOUND CRACK IN NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL AT FS 110, LEFT SIDE AT THE OUTBOARD VERTICAL BEAM ATTACH. REPAIRED PER EA 99-154771.									
5320 NWAA	8960E 45869	DOUG DC931				PRESSURE WEB	CRACKED BS 110		3/10/98 9805669992
DURING L CHECK, FOUND CRACKS IN NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL AT FS 110 AT THE INBOARD AND OUTBOARD VERTICAL BEAMS, RIGHT SIDE. REPAIRED PER EA 99-154771.									
5320 NWAA	8932E 47141	DOUG DC931				DOUBLER	CORRODED BS 83		3/30/98 9805679996
DURING M CHECK, FOUND CORROSION DOUBLER (P/N 5912350-20) AT STR 83, RBL 10. REPAIRED PER EA 99-156261.									
5320 NWAA	8932E 47141	DOUG DC931				DOUBLER	CRACKED BS 82		3/30/98 9805689996
DURING M CHECK, FOUND CRACK IN DOUBLER (P/N 5912350-19) AT STR 82, LBL 10. REPAIRED DOUBLER PER EA 99-156261.									
5320 NWAA	923RW 47183	DOUG DC931				FITTING	CRACKED BS 699		3/24/98 9805599956
DURING M CHECK, FOUND CRACK KEEL ATTACH FITTING BELOW MAIN LANDING GEAR ACTIVATOR FITTING AT FS 699. REPLACED FITTING (P/N 3915784-505) PER SRM 51-30-2 AND 51-30-5.									
5320 NWAA	923RW 47183	DOUG DC931				FITTING	CRACKED BS 695		3/23/98 9805589956
DURING M CHECK, FOUND CRACK IN KEEL ATTACH FITTING LOCATED UNDER DOOR ACTUATOR FITTING AT FS 695. REPLACED FITTING (3915784-1) PER SRM 51-30-2.									
5320 NWAA	958N 47254	DOUG DC931				DOUBLER 591235020	CRACKED BS 83.5		3/26/98 9805569908
DURING L CHECK, FOUND CRACK IN COCKPIT WINDOW SILL DOUBLER (P/N 5912350-20) AT FS 83.5. REPAIRED PER EA 99-556262.									
5320 NWAA	958N 47254	DOUG DC931				DOUBLER 591235019	CRACKED BS 83.5		3/26/98 9805559908
DURING L CHECK, FOUND CRACK IN COCKPIT WINDOW SILL DOUBLER (P/N 5912350-19) AT FS 83.5. REPAIRED PER EA 99-156262.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	FITTING 49125401	CRACKED BS 965		4/6/98 ABXA9800319
DURING C-CHECK, FOUND FLOORBEAM VERTICAL SUPPORT FITTING BELOW PYLON BULKHEAD CRACKED, STATION 965. REPLACED FITTING IAW DC9 SRM 51-30-1 AND 51-30-5.									

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5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 220-240	3/25/98	VJ9800096
SUB FLOOR UNDER G2 GALLEY CRACKED AND CORRODED STA Y220-240, X47-57. FABRICATED, TREATED AND INSTALLED NEW SECTION IAW DC9 SRM 51-10-2, 51-10-3, AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUPPORT 2652479	CORRODED BS 200	3/26/98	VJ9800108
CHIPNUT FS 200, BL X0, CORRODED. REMOVED DAMAGED FLOOR SUPPORT, FABRICATED, TREATED AND INSTALLED REPLACEMENT IAW DC9 SRM 51-10-2, 51-10-3, AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				FITTING 2931860	CORRODED BS 317/325	3/26/98	VJ9800103
LONGERON 30 SPLICE FITTING FS 317 AND FS 325 CORRODED. REMOVED AND REPLACED FITTING IAW DC9 SRM 53-02, FIG 18.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 200-220	3/25/98	VJ9800100
SUB FLOOR WEB STA 200 TO 220, X44-54R, CORRODED. FABRICATED, TREATED, AND INSTALLED REPLACEMENT IAW DC9 SRM 51-10-2, 51-10-3, 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUPPORT 2652479	CORRODED BS 200	3/25/98	VJ9800099
FLOOR SUPPORT STA Y200, X56R, CORRODED. FABRICATED, TREATED AND INSTALLED NEW SECTION IAW DC9 SRM 51-10-1, 51-10-3, 51-10-4, 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 160-220	3/26/98	VJ9800109
SUB FLOOR FS 160 TO 220, 55L TO 55R, FWD LAV CORRODED. FABRICATED AND INSTALED NEW SUB FLOOR IAW DC9 SRM 51-10-2, 51-10-3, AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 200	3/25/98	VJ9800098
SUB FLOOR WEBB CORRODED AT STA Y200, X 0-22R, CORRODED. FABRICATED, TREATED, INSTALLED REPLACEMENT IAW DC9 SRM 51-10-2, 51-10-3, 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUPPORT 2652479	CORRODED BS 200-220	3/2/98	VJ9800102
FLOOR SUPPORT UPPER FLANGE FS Y200-220, X15L, CORRODED. FABRICATED, TREATED, AND INSTALLED NEW SUPPORT IAW DC9 SRM 51-10-1, 51-10-3, 51-10-4, AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				JAMB 5912528501	CORRODED BS 900-934	3/26/98	VJ9800105
AFT CARGO DOOR JAMB BETWEEN FS Y900-934, L28R, CORRODED. LOCATED, DRILLED, TREATED AND INSTALLED NEW SECTION DOOR PAN IAW DC9 SRM 51-30-1, 51-30-2, 53-04, FIG 44, AND 51-10-4.									
5320 ZZDA	905VV 47378	DOUG DC932				SUPPORT 2652479	CORRODED BS 200	3/25/98	VJ9800097
FLOOR SUPPORT ATTACH ANGLE AT STA Y200, X46-56R, CORRODED. FABRICATED, TREATED AND INSTALLED SUPPORT IAW DC9 SRM 51-10-2, 51-10-3, 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUPPORT 2652479	CORRODED BS 200	3/25/98	VJ9800101
FLOOR SUPPORT ANGLE FS Y220, X0, CORRODED. FABRICATED AND INSTALLED NEW SUPPORT IAW DC9 SRM 51-10-1, 51-10-3, 51-10-4, AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 160-175	3/18/98	VJ9800086
SUB FLOOR FS 160 TO 175, X20L, Z=0, CORRODED. FABRICATED, TREATED, PRIMED AND INSTALLED IAW DC9 SRM 51-10-2, 51-10-3, 51-30-2.									

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5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 168		3/18/98 VJ9800082
SUB FLOOR WEB AT FS 168, X54R, Z0, CORRODED. FABRICATED, TREATED AND PRIMED NEW SUB FLOOR IAW DC9 SRM 51-10-2, 51-10-3 AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 160-220		3/26/98 VJ9800107
FWD LAV SUB FLOOR AT FS 160 TO 220, 55L TO 55R, CORRODED. FABRICATED AND INSTALLED NEW SUB FLOOR IAW DC9 SRM 51-10-2, 51-30-2, AND 51-10-3.									
5320 ZZDA	905VV 47378	DOUG DC932				WEB	CORRODED BS 935		2/5/98 VJ9800064
AFT PIT DOOR JAMB BOX FRAME PANEL CORRODED BEYOND LIMITS BETWEEN LONGERONS 25 RT AND 26 RT. FABRICATED NEW PANEL IAW DC9 SRM 51-10-2 AND 53-11-3 FIG 3 PG 11. TREATED AND PRIMED IAW DC9 SRM 51-10-3, INSTALLED PANEL IAW DC9 SRM 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				BRACKET	CORRODED BS 218		2/10/98 VJ9800069
CENTER OF END BRACKET AT FS 218 FROM LONGERON 28L TO 27R CORRODED. FABRICATED NEW BRACKET. HEAT TREATED, DRILLED AND INSTALLED IAW DC9 SRM 51-10-2A, PG 1-24 AND 51-10-1-4, PG 1-24.									
5320 ZZDA	905VV 47378	DOUG DC932				ANGLE 2777896	CORRODED BS 980		2/21/98 VJ9800070
FLOOR SUPPORT FS 980, BL46 LT CORRODED BEYOND LIMITS. REMOVED CORROSION, FABRICATED, TREATED AND PRIMED ANGLE, FILLER ANDS SHIM IAW DC9 SRM 53-05, PG 31.									
5320 ZZDA	905VV 47378	DOUG DC932				ANGLE 2777896	CORRODED BS 980		2/21/98 VJ9800071
FLOOR SUPPORT FS 980, BL 42 RT CORRODED BEYOND LIMITS. REMOVED CORROSION AND NUT PLATES IAW DC9 SRM 53-05, PG 31, FIG 20A AND FABRICATED REPAIR ANGLE AND SHIM PER FIG 20A, VIEW AA.									
5320 ZZDA	905VV 47378	DOUG DC932				ANGLE 2912758	CORRODED BS 996		2/23/98 VJ9800073
FLOOR SUPPORT AT FS 996, BL 32 LT, CORRODED BEYOND LIMITS. REMOVED CORROSION IAW DC9 SRM 51-10-3. FABRICATED AND TREATED SHIM AND ANGLE IAW DC9 SRM 53-05, FIG 20A.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 200		3/18/98 VJ9800085
SUB FLOOR BULGED AT FS 200, X48L, Z=0. REMOVED, TREATED, PRIMED AND INSTALLED SUB FLOOR IAW DC9 SRM 51-10-2, 51-10-3, AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 200		3/18/98 VJ9800083
SUB FLOOR FS 200, X46-53R, CORRODED. FABRICATED, TREATED AND PRIMED NEW SUB FLOOR IAW DC9 SRM 51-10-2, 51-10-3 AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 220		3/26/98 VJ9800110
SUB FLOOR WEB SKIN CORRODED FS Y220, X8L. REMOVED, FABRICATED, TREATED AND INSTALLED REPLACEMENT WEB IAW DC9 SRM 51-10-2, 51-10-3, AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				ANGLE	CORRODED BS 160-220		3/22/98 VJ9800087
FLOORBOARD ATTACH ANGLES FS 160 TO 220, BL 55L - BL55R, Z=0, CORRODED BEYOND LIMITS. FABRICATED NEW ANGLES, TREATED, PRIMED AND INSTALLED NEW ANGLES IAW DC9 SRM 51-10-3, 51-30-1, 51-30-2 AND 53-01 FIG 1.									

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5320 ZZDA	905VV 47378	DOUG DC932				PLATE	CORRODED GALLEY		3/24/98 VJ9800093
INBOARD SIDE OF LIFE VEST PLATE AT NR 4 GALLEY CORRODED BEYOND LIMIT IAW DC9 SRM 53-01 FIG 1. FABRICATED AND INSTALLED NEW PLATE IAW DC9 SRM 51-10-2 AND 51-30-1.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 190		3/24/98 VJ9800095
STRESS CRACK CORROSION FOUND AROUND RIVET ON SUB FLOOR AT FS 190, X22R. FABRICATED A NEW PANEL, TREATED, PRIMED AND INSTALLED IAW DC9 SRM 551-10-2, 51-10-3, AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUPPORT	CORRODED BS 196		3/26/98 VJ9800111
FLOOR SUPPORT UPPER AND LOWER FLANGE FS Y196, X0-44L, CORRODED. REMOVED, FABRICATED, TREATED AND INSTALLED IAW DC9 SRM 51-10-2, 51-10-3, 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 200		3/26/98 VJ9800112
SUB FLOOR WEB FS Y200, X0-22L, CORRODED. REMOVED DAMAGED SECTION, FABRICATED, TREATED AND INSTALLED REPLACEMENT IAW DC9 SRM 51-10-2, 51-10-3, AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUPPORT	CORRODED BS 935		3/11/98 VJ9800077
AFT BAGGAGE FLOOR SUPPORT, LT SIDE, BETWEEN LONGERON 28L AND 27L, FS 935, CORRODED. FABRICATED NEW FLOOR SUPPORT IAW DC9 SRM 51-10-4, 51-30-2, AND 53-01, FIG 2. INSTALLED NEW SUPPORT IAW DC9 SRM 51-30-0 AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUPPORT 2652479	CORRODED BS 160-200		3/26/98 VJ9800113
FLOOR SUPPORT UPPER FLANGE FS Y160-Y200, X0, CORRODED. REMOVED, FABRICATED, TREATED AND INSTALLED REPLACEMENT IAW DC9 SRM 51-10-1, 51-10-4, 51-10-3, AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 148-160		3/22/98 VJ9800088
SUB FLOOR UNDER GALLEY WATER LINE DRAIN FS 148 TO 160, BL 43R-58R, CORRODED BEYOND LIMITS IAW DC9 SRM 53-01, FIG 1. FABRICATED SUB FLOOR PANEL, TREATED, PRIMED AND INSTALLED IAW DC9 SRM 51-10-2, 51-30-2 AND 51-10-3.									
5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 119-148		3/26/98 VJ9800114
SUB FLOOR FS Y119-Y148, X12R-58R, Z=0, CORRODED BEYOND LIMIT IAW DC9 SRM 53-01, FIG 1. FABRICATED, TREATED AND INSTALLED SUB FLOOR IAW DC9 SRM 51-10-2, 51-10-3, 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				CUSP 991007813	CORRODED BS 195		3/24/98 VJ9800091
CUSP FITTING AT AFT END OF R1 DOOR, FS 195 TO 205, BL 55 TO 61R, CORRODED. REMOVED CORRODED SECTION CUSP FS 165 TO 229, FABRICATED SPLICE DOUBLER AND SPLICED NEW SECTION OF CUSP IAW DC9 SRM 53-05 FIG 55 SHEET 4.									
5320 ZZDA	905VV 47378	DOUG DC932				JAMB	CORRODED CARGO DOORWAY		3/24/98 VJ9800090
AFT PIT LOWER DOOR JAMB FRAME PANEL CORRODED BEYOND LIMITS IAW DC9 SRM 53-01 FIG 1 SHEET 3. FABRICATED, TREATED, PRIMED AND INSTALLED NEW PANEL IAW DC9 SRM 51-10-3 AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				INTERCOSTAL	CORRODED BS 980		3/22/98 VJ9800089
LOWER LEG OF INTERCOSTAL AT FS 980, L28R, CORRODED. FABRICATED, DRILLED AND INSTALLED NEW INTERCOSTAL IAW DC9 SRM 51-30-1, 51-10-2 AND 51-10-3.									

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5320 ZZDA	905VV 47378	DOUG DC932				SUB FLOOR	CORRODED BS 180-183		3/24/98 VJ9800094
SUB FLOOR PANEL AT FS 180 TO 183, X32-42R, CORRODED BEYOND LIMITS. FABRICATED AND INSTALLED NEW FLOOR PANEL IAW DC9 SRM 51-10-2, 51-10-3, 51-30-2.									
5320 ABXA	904AX 47040	DOUG DC932F			DOUG	WEB 991075521	CRACKED CARGO COMPT		4/2/98 ABXA9800295
DURING C-CHECK, FOUND CUSP WEB CRACKED AT STATION 920, 921, 925, 940, AND 945 AT RBL 54. REPAIRED CUSP WEB IAW DC9 SRM 51-30-13, 51-30-2 AND 51-30-5.									
5320 ABXA	904AX 47040	DOUG DC932F			DOUG	SLANT PANEL 59560655	CORRODED BS 690		4/2/98 ABXA9800296
DURING C-CHECK, FOUND RIGHT SLANT PANEL STATION 690 CORRODED UNDER POTTED CAPS, AROUND THE FLOATING NUT-PLATES, BETWEEN RBL 22 AND RBL 44. REPLACED SLANT PANEL IAW DC9 SRM 51-30-2.									
5320 CALA	71828 49488	DOUG DC982				PAN	CORRODED CARGO DOOR		4/2/98 CALA9800624
INSPECTION FOUND FORWARD BAGGAGE BIN DOOR PAN CORRODED. A LOWER PAN SPLICE REPAIR WAS INSTALLED IAW SRM 53-05, FIGURE 44.									
5321 ZZDA	905VV 47378	DOUG DC932				FLOOR 99578022	CORRODED COCKPIT		2/28/98 VJ9800074
FLOOR PANEL 4410A CORRODED BEYOND LIMITS ON BOTTOM SIDE IAW DC9 SRM 51-10-3 AND SRM 53-01, FIG 1. REMOVED CORROSION AND FABRICATED PANEL IAW DC9 SRM 51-10-2. BONDED NEW PART IAW DC9 SRM 51-70-3.									
5321 ZZDA	905VV 47378	DOUG DC932				FLOOR 99578665	CORRODED BS 130		3/4/98 VJ9800076
FLOOR PANEL, FS 130, CORRODED BEYOND LIMITS DC9 SRM 53-01, FIG 1. REMOVED CORROSION IAW DC9 SRM 51-10-3. INSTALLED NEW FLOOR PANEL IAW DC9 SRM 51-10-2 AND 51-30-1.									
5321 ZZDA	905VV 47378	DOUG DC932				FLOOR 99101551	CORRODED CABIN		2/10/98 VJ9800068
CENTER FLOOR PANEL AT FS 351 TO FS 446 CORRODED BEYOND LIMITS AT TOP SIDE AND BOTTOM EDGES OF SCREW HOLES. FABRICATED NEW FLOOR PANEL IAW DC9 SRM 51-10-4 AND 53-05, FIG 1.									
5321 ZZDA	905VV 47378	DOUG DC932				FLOOR	CORRODED FLT STATION		2/6/98 VJ9800066
PILOTS FLOOR BOARD AND ATTACHED PARTS CORRODED BEYOND LIMITS. REMOVED CORROSION AND INSTALLED NEW STIFFENERS AND SKIN IAW DC9 SRM 53-01, FIG 1 AND DC9 SRM 51-30-2.									
5321 ZZDA	905VV 47378	DOUG DC932				FLOOR	CORRODED AFT GALLEY		2/6/98 VJ9800065
TOP SIDE, BOTTOM EDGE AND BOTTOM SUPPORT RIBS AFT GALLEY CENTER FLOOR PANEL CORRODED BEYOND LIMITS. FABRICATED AND INSTALLED NEW SKIN IAW DC9 SRM 51-10-2. SEALED AND ASSEMBLED PANEL IAW DC9 SRM 51-30-2.									
5330 ZZDA	905VV 47378	DOUG DC932				SKIN	CORRODED FUSELAGE		3/24/98 VJ9800092
SKIN UNDER FWD ADF LOOP ANTENNA CORRODED BEYOND LIMITS. REMOVED DAMAGED AREA, FABRICATED FINGER DOUBLER, EXTERNAL DOUBLER, AND FILLERS IAW EO 12-5311-29B1190. PRIMED AND INSTALLED REPAIR IAW DC9 SRM 51-10-3B, 51-30-1 AND 51-30-2.									

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5330 ZZDA	905VV 47378	DOUG DC932				SKIN 591970731	CORRODED BS 900-935		2/5/98 VJ9800063
AFT PIT LOWER DOOR JAMB CORRODED OUTSIDE AND INSIDE OF BOX FRAME FS 900 TO FS 935. CUTOUT CORRODED AREA FS 908 TO FS 925, FABRICATED FILLER, DOUBLER, TRIPLER IAW REA 981127 BCAG DATA FAX FILE MISC 2302, ACTION 3 360129, FILE 98-02-17-021 DTD 20 FEB 98. INSTALLED IAW DC9 SRM 53-05, FIG 106. TREATED AND PRIMED IAW DC9 SRM 51-10-3.									
5330 CALA	71828 49488	DOUG DC982				SKIN	TORN BS 370		4/3/98 CALA9800626
INSPECTION FOUND FUSELAGE SKIN TORN AND MISSING A 1 X 1.5 SECTION JUST FORWARD OF FORWARD BAGGAGE BIN DOOR AT STA 370, LONGERON 26R. THE DAMAGED SECTION OF SKIN WAS CUT OUT, A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 53-05 AND ECRA 5331-01020.									
5347 ZZDA	905VV 47378	DOUG DC932				SEAT TRACK S2772660	CORRODED BS 200-220		3/18/98 VJ9800078
SEAT TRACK FS 200 TO 220, BL 22L, CORRODED. REPLACED SEAT TRACK FROM FS 200 TO 325 IAW DC9 SRM 51-30-1 AND 53-05.									
5347 ZZDA	905VV 47378	DOUG DC932				SEAT TRACK	CORRODED BS 200-230		3/18/98 VJ9800081
SEAT TRACK, FS 200 TO 230, BL 45L, CORRODED. REPLACED SEAT TRACK FROM FS 200 TO 230, BL 45L IAW DC9 SRM 53-05, FIG 4D, 51-30-1 AND 51-30-2.									
5347 ZZDA	905VV 47378	DOUG DC932				SEAT TRACK ACA74133	CORRODED BS 245		3/18/98 VJ9800080
SEAT TRACK FS 245, BL 44.5R, CORRODED. REPLACED SEAT TRACK SPLICE IAW DC9 SRM 51-30-1, 51-30-2 AND 53-05.									
5347 ZZDA	905VV 47378	DOUG DC932				SEAT TRACK S2772660	CORRODED BS 200-245		3/18/98 VJ9800079
SEAT TRACK FS 200 TO 245, BL 44.5R, CORRODED. REPLACED SEAT TRACK FROM FS 200 TO 245, BL 44.5R, IAW DC9 SRM 51-30-1, 51-30-2 AND 53-05.									
5350 NWAA	9338 47347	DOUG DC931				TAIL CONE	OUT OF ADJUST TAIL CONE		4/4/98 9806079974
DURING TAIL CONE FUNCTIONAL CHECK, FOUND THAT EXCESSIVE FORCE WAS REQUIRED TO DEPLOY THE TAIL CONE. ALSO, FOUND THE BAYONET CABLES RUSTY AND THE LATCHES WOULD NOT RETURN TO THE CLOSED POSITION. REPLACED THE CABLES, LUBRICATED THE LATCHES, AND RIGGED THE DEPLOYMENT SYSTEM, OPERATIONAL CHECK OK.									
5350 TWAA	923L 47109	DOUG DC932				RADOME 591009113	PUNCTURED FWD FUSELAGE		3/15/98 TWAA9803702
MSY - FLT 8689 - CREW REPORTED LOUD BANG FROM NOSE OF AIRCRAFT, MADE UNSCHEDULED LANDING AT MSY. FOUND BIRD STRIKE TO RADOME AT 9 O'CLOCK POSITION. REPLACED RADOME AND REPAIRED METAL DAMAGE AT THE JOINT BETWEEN RADOME AND FUSELAGE. CHECK-C 2-11-98 STL. (M)									
5350 CALA	71828 49488	DOUG DC982				CABLES	OUT OF ADJUST TAIL CONE		4/2/98 CALA9800609
THE TAILCONE PULL FORCE FROM THE OUTSIDE, INSIDE, AND AFT ENTRY DOOR HANDLES WAS EXCESSIVE. THE TAILCONE CABLES WERE RIGGED IAW MM 53-53-00.									
5510 ABXA	944AX 47550	DOUG DC931			DOUG	BRACKET 591802011	CRACKED HORIZ STAB		4/6/98 ABXA9800320
DURING C-CHECK, FOUND THE BRACKET BELOW AND INBOARD OF NR 1 LEFT ELEVATOR HINGED BEARING CRACKED. REPLACED BRACKET IAW DC9 SRM 51-30-2.									
5720 USAA	805US 48053	DOUG DC981				DOUBLER 59373291	CRACKED MLG WW	45431	3/7/98 USAA980117
PIT - DURING Q-1 CHECK, FOUND 1.5 INCH CRACK TOPWING MLG BEAVER TAIL DOUBLER. MADE INTERIM REPAIR, TRIM OUT CRACK PER SRM 57-03 FIG 27 AND EA 49160. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5753 ABXA	944AX 47550	DOUG DC931			DOUG	ANGLE 995760016	CRACKED RT TE FLAP		4/6/98 ABXA9800318
DURING C-CHECK, FOUND RIGHT FLAP OUTBOARD HINGE BRACKET INTERNAL ANGLE CRACKED AT OUTBOARD SIDE. REPLACED ANGLE IAW DC9 SRM 51-30-2.									
5753 TWAA	924TW 49100	DOUG DC982				SKIN	DELAMINATED LT TE FLAP		2/5/98 TWAA9803305
MCI - DURING MAINTENANCE CHECK, THE LEFT WING OTBD FLAP SECTION 65 INCHES TO 76 INCHES, INBD OF THE OTBD END, ON THE TRAILING EDGE, WAS FOUND DELAMINATED. ACCOMPLISHED FIBERGLASS LAY-UP REPAIR PER SRM 51-70-1A FIG 49 PAGE 112. (X)									
7110 MWEA	600ME 45725	DOUG DC914				SKIN 59586564	TORN RT COWL		4/2/98 MWEA98385
THE RIGHT HAND UPPER COWL APRON LATCH AREA HAS TORN SKIN. MTC FABRICATED AND INSTALLED REPAIR SKIN.									
7200 NWAA	9339 47382	DOUG DC931	PWA JT8D7			ENGINE	FAILED LEFT		4/4/98 9805819975
AFTER LIFTOFF, THE LEFT ENGINE N1 INDICATION DECREASED WITH ASSOCIATED VIBRATION. CREW SHUT DOWN THE LEFT ENGINE, RETURNED TO DTW, AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE LEFT ENGINE.									
7200 NWAA	761NC 47709	DOUG DC951	PWA JT8D17			ENGINE	FAILED LEFT		3/31/98 9805719852
DURING TAKEOFF ROLL AT 60 KNOTS, THE LEFT ENGINE EPR AND N1 INDICATIONS BEGAN DECREASING. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE LEFT ENGINE. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE.									
7261 ORJA	882RA 49949	DOUG DC983	PWA JT8D219			OIL SYSTEM	REQ'D SERVICE LT ENGINE		12/7/97 ORJA97207
GATE RETURN FOR LEFT ENGINE OIL QTY LEFT OIL QUANTITY PRIOR TO START 9 QUARTS AFTER START 6 QUARTS. SERVICED LEFT ENGINE OIL QUANTITY TO APPROXIMATELY 8 QUARTS ENGINE OIL. (M)									
7312 NWAA	8906E 45747	DOUG DC914	PWA JT8D9			HEAT VALVE 320115	INOPERATIVE LT ENGINE		4/1/98 9805709163
DURING DESCENT AT 23,000 FEET, THE LEFT ENGINE FUEL HEAT VALVE FAILED TO CLOSE. OIL TEMPERATURE CLIMBED TO THE CAUTION RANGE. CREW PERFORMED A PRECAUTIONARY SHUTDOWN OF THE LEFT ENGINE. AIRCRAFT DIVERTED TO CMH AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE LEFT ENGINE FUEL HEAT VALVE. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE.									
7321 ORJA	878RA 53184	DOUG DC983	PWA JT8D219			FUEL CONTROL 76960613	FAILED LT ENGINE		11/10/97 ORJA97208
RETURN TO GATE FOR LT ENGINE WILL NOT START. RPM N2 AT 40 PERCENT WHEN START SWITCH RELEASED. REMOVED AND REPLACED NR 1 ENGINE FUEL CONTROL PER MM 73-12-02. NR 1 ENGINE START SEQUENCE IS OPS NORMAL. NR 1 FUEL CONTROL LEAK CHECK IS OK. AIRCRAFT RETURNED TO SERVICE. (X)									
7532 NWAA	965N 47417	DOUG DC931	PWA JT8D9			PRBC 658385	MALFUNCTIONED LT ENGINE	53683 6643	4/4/98 9805829915
AS TAKEOFF POWER WAS APPLIED, THE LEFT ENGINE EXPERIENCED AN UNKNOWN NOISE. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE LEFT ENGINE PRBC, OPERATIONAL CHECK OK.									
7711 NWAA	3991C 47175	DOUG DC932	PWA JT8D15			EPR INDICATOR JG298H1	FAILED LT ENGINE	34506 5829	3/27/98 9805889942
AS TAKEOFF POWER WAS APPLIED, THE LEFT ENGINE EPR INDICATION FROZE AT 1.5. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE LEFT ENGINE EPR INDICATOR, OPERATIONAL CHECK OK.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3610 FDEA	613FE 48749	DOUG MD11F				DUCT	CRACKED NR 1 PYLON		4/1/98 98FDEA00228
98-0083 - ON CLIMB-OUT FROM ANC THROUGH FL 400 ENG 1 FIRE ALERT CAME ON. FOLLOWED EMERGENCY PROCEDURE AND RETURNED TO ANC. ALL ENGINE, HYDRAULIC, PNEUMATIC AND ELECTRICAL SYSTEMS NORMAL. SUSPECT BLEED AIR LEAK IN ENG NR 1. FOUND DUCT IN PYLON CHAFFED BY T/R INTERLOCK HYD LINE ALSO CRACKS IN DUCT ADJACENT TO FLANGE ON IPC REF 36-14-80-01 FIG 220. REMOVED AND REPLACED BOTH DAMAGED DUCT ASSY LEAK AND OPS CKS GOOD ON ENG RUN. ALL COWLINGS SECURED. A/C OK FOR SERVICE. PARTS REPLACED: DUCT ASSY, P/N BUM7011-537 DUCT ASSY, P/N 88033-1.									
2170 DALA	911DL 49542	DOUG MD88			V1211	COALESCER	DIRTY CABIN		4/1/98 DLM88980704
AFT LAV SMOKE DETECTOR ACTIVATED ON SHORT FINAL. ENG AND AIRFOIL A/I HAD BEEN TURNED ON PASSING 15,000 FT AND TURNED OFF PASSING 2,000 FT. BURNING ODOR WAS NOTICED BUT NO SMOKE. REPLACED WATER BAGS, OPERATED PACKS NO ODORS NOTICED.									
2560 DALA	901DL 49532	DOUG MD88			P20700020	LIGHT	INOPERATIVE CABIN		4/3/98 DLM88980730
EMERGENCY FLASHLIGHT AFT GALLY INOP. REPLACED FLASHLIGHT WITH SERVICEABLE FLASHLIGHT.									
2910 DALA	997DL 53364	DOUG MD88				HYD LINE	FAILED RT ENGINE		4/4/98 DLM88980733
NR 2 HYD QTY FELL TO 3 QTS IN FLT. TURNED SYS OFF. TURNED SYS BACK ON FOR FLAP AND GEAR EXT AND QTY DROPPED TO 1 QT. REPLACED NR 2 ENGINE PRESSURE LINE.									
3320 DALA	902DE 53379	DOUG MD88			BV04055015	SOCKET	FAILED CABIN		3/2/98 DLM88980502
AIRCRAFT RETURN TO BLOCK WITH ELECTRICAL SMELL AND SMOKE FROM FIRST CLASS NUMBER 4 FLUORESCENT LIGHT ARCING. REPLACED BULB HOLDER ASSY.									
4990 DALA	990DL 53342	DOUG MD88				CHIP DETECTOR	LEAKING APU		4/2/98 DLM88980719
SMOKE IN CABIN IMMEDIATELY AFTER T/O. RTB FWD AND AFT SMOKE DETECTORS WENT OFF. FOUND APU CHIP DETECTOR LEAKING OIL. REPLACED PACKING, PERFORMED DUCT BURNOUT.									
5320 DALA	904DE 53409	DOUG MD88				THRESHOLD	CORROSION C1 DOOR		3/31/98 DLM88980701
CORROSION ALONG C-1 DOOR THRESHOLD SEVERAL PLACES. CLEANED CORROSION, FOUND TO BE OUT OF LIMITS PER SRM 53-01. REMOVED DAMAGED SECTION AND FABRICATED REPAIR DOUBLERS AND REPLACEMENT SECTION PER ERA 364414-14. FINISHED INSTALLATION PER ERA 364414-14.									
5330 DALA	911DL 49542	DOUG MD88				SKIN	DENTED BS 237		3/2/98 DLM88980504
THE FUSELAGE SKIN WAS BADLY DENTED AT FS 237 BETWEEN STR 17L AND 18L. STRINGER 17L WAS CRACKED AND THE FS 237 FORMER WAS CRACKED AND BUCKLED. THE STRINGER AND FRAME WERE REPAIRED PER THE SRM. THE SKIN DAMAGE WAS CUTOUT AND REPAIRED WITH AN EXTERNAL REPAIR DOUBLER AND INTERNAL FATIGUE DOUBLER PER ER/A 364128-14. DAMAGE WAS CAUSED BY GROUND EQUIPMENT IMPACT.									
3350 DALA	912DN 53392	DOUG MD9030			081691	BULB	MISSING CABIN		3/28/98 DLM90980680
EMERGENCY TRACK LIGHT 2C INOP. REPLACED SOCKET BULB AND LENS, OPS CHKS GOOD. REMOVED MCO AND PLAC.									
2120 WTAA	284YV 120284	EMB EMB120RT				AIR DISTRIBUTION	ODOR CABIN		3/4/98 WTAA980041
LAX - SMOKE SMELL IN CABIN REPORTED. MAINTENANCE DEFERRED COOLING SYSTEM PER MEL 21-51-2. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL BY PERFORMING OPERATIONAL CHECK. UNABLE TO DUPLICATE DISCREPANCY. SWAPPED GROUND COOLING FANS FOR TROUBLESHOOTING. (M)									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2150 ASOA	227AS 120023	EMB EMB120RT				PACK	MALFUNCTIONED LEFT	2/9/98 ASOA98019	
LEFT AIR CONDITIONING PACK FILLED THE AIRCRAFT WITH A BURNING ODOR AND FAILED. RESET NORMALLY BUT THE ODOR REMAINED. DFW, MAINTENANCE INSPECTED LEFT PACK, NO DEFECTS NOTED. GROUND OPERATIONAL CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
2170 C2XA	31711 120107	EMB EMB120RT				WATER SEPARATOR 44E221A	FAULTED NR 2	3/1/98 C2XA98CL022	
CLE - FLT 3116 - CREW REPORTED A DUCT LEAK LIGHT ON THE RIGHT ENGINE DURING DEPARTURE, CREW PERFORMED QRH ITEMS AND LIGHT EXTINGUISHED AT THE 3 MINUTE MARK. AIRCRAFT RETURNED TO FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE NR 2 WATER SEPARATOR IAW EMB-120 MM 30-10-02, OPERATIONAL CHECK OF BLEED AIR SYSTEM WAS SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (M)									
2434 COMA	259CA 120252	EMB EMB120				GENERATOR 30081001	FAILED LT ENGINE	9949 COMA9810081	4/1/98
UNUSUAL AND STRONG VIBRATION BETWEEN 12,500 AND 13,000 FEET. INSPECTED AIRCRAFT FOR CAUSE OF VIBRATION AND FOUND NO DEFECTS. REPLACED LT ENGINE AUX GENERATOR FOR TROUBLE SHOOTING.									
2916 C2XA	16723 120169	EMB EMB120RT				RESERVOIR 3182001003	MOISTURE CONTAM LT HYD SYSTEM	18127 C2XA98CL24	3/12/98
CLE - FLT 3349 - CREW REPORTED THE MAIN HYDRAULIC PUMP LOW PRESSURE LIGHT ILLUMINATED ON TAKEOFF, ON THE GREEN SIDE. SIMULTANEOUSLY THE HYDRAULIC LOW PRESSURE RESERVOIR LIGHT ILLUMINATED, AND THE BLUE SYSTEM PRESSURE FLUCTUATED. AIRCRAFT RETURNED TO FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE DRAINED MOISTURE FROM THE NR 1 RESERVOIR, OPERATIONAL CHECKS OF BOTH SYSTEM WERE SATISFACTORY IAW EMB-120-MM 29-10-03. AIRCRAFT RELEASED FOR SERVICE. (M)									
3010 SWIA	190SW 120050	EMB EMB120ER	PWA PW118A			DE-ICE BOOT	INOPERATIVE RT WING	3/5/98 SWIA971108	
RIGHT INBOARD WING DE-ICE BOOT INOP. RETURNED TO SLC. FOUND SPLIT IN LEFT INBOARD DE-ICE BOOT, BOOT REMOVED. INSTALLED NEW DE-ICER ON LEFT INBOARD LEADING EDGE.									
3020 SWIA	227SW 120304	EMB EMB120ER	PWA PW118A			DE-ICE EJECTORS	DIRTY LT ENGINE	3/4/98 SWIA971107	
LEFT ENGINE INLET INOP LIGHT ILLUMINATED, RETURNED TO SBA. CLEANED LEFT ENGINE INLET EJECTORS. RAN ENGINES AND DE-ICE, OPS CHECKS GOOD.									
3020 SWIA	227SW 120304	EMB EMB120ER	PWA PW118A			INLET DE-ICE	FAILED RT ENGINE	3/8/98 SWIA971109	
RIGHT ENGINE AIR INLET DE-ICE FAILED IN FLIGHT. RETURNED TO LAX. OPERATED RIGHT ENGINE AIR INLET EXTENSIVELY, OPS CKS GOOD.									
3230 WTAA	216YV 120216	EMB EMB120RT				SENSOR	MALFUNCTIONED LANDING GEAR	3/14/98 WTAA980047	
FAT - GEAR WOULD NOT RETRACT ALONG WITH NOSE RED INTRANSIT LIGHTS. AIRCRAFT RETURNED TO STATION WITHOUT INCIDENT. MAINTENANCE SWAPPED PROXIMITY SENSORS AND DEFERRED PER MEL 32-60-1. AIRCRAFT RETURNED TO SERVICE. (M)									
3233 C2XA	27707 120095	EMB EMB120RT				ACTUATOR 1959500007	OUT OF ADJUST RT MLG	3/12/98 C2XA98CL025	
DAY - FLT 3233 - CREW REPORTED THE RIGHT MAIN LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF. THE AIRCRAFT WAS MAINTENANCE FERRIED TO CLE. MAINTENANCE INSPECTED THE LANDING GEAR THEN CLEANED AND ADJUSTED THE RIGHT MAIN LANDING GEAR RETRACT AND EXTENDED ACTUATOR IAW EMB-120 MM 32-30-00. OPERATIONAL CHECKS WERE SATISFACTORY IAW EMB-120 MM 32-30-00. AIRCRAFT RELEASED FOR SERVICE. (M)									
3233 WTAA	453UE 120148	EMB EMB120RT				ACTUATOR 1959500007	FAILED LT MLG	3/13/98 WTAA980046	
LAX - LANDING GEAR WOULD NOT RETRACT. AIRCRAFT FERRIED TO FAT FOR REPAIRS. MAINTENANCE REPLACED LEFT MAIN LANDING GEAR RETRACTION ACTUATOR. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3242 C2XA	26714 120118	EMB EMB120RT				BRAKE STATOR 21585	BROKEN LT MLG		2/28/98 C2XA98CL020
CLE - FLT 3355 - CREW REPORTED FEELING THE BRAKES GRABBING ON TAXI. AIRCRAFT RETURNED TO GATE. MAINTENANCE INSPECTED THEN REMOVED AND REPLACED THE LEFT OUTBOARD BRAKE ASSEMBLY DUE TO A BROKEN STATOR, IAW EMB-120 MM 32-41-05. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (M)									
3260 COMA	255CA 120238	EMB EMB120				SENSOR	DIRTY LT MLG		3/30/98 COMA9810083
THE LT MLG INTRANSIT LIGHTS REMAINED ON AFTER GEAR RETRACTION. LANDING GEAR WAS CYCLED AND 2ND RETRACTION WAS NORMAL. COULD NOT DUPLICATE DISCREPANCY. CLEANED INDICATION SENSORS AND CONNECTIONS. AIRCRAFT RETURNED TO SERVICE.									
3260 COMA	267CA 120259	EMB EMB120				SENSOR 922AA2YAVZ722	MALFUNCTION RT MLG		4/1/98 COMA9810080
RT MLG, GREEN DOWN INDICATION, CAME ON WITH GEAR RETRACTED. REPLACED THE RT MLG DOWNLOCK SENSOR.									
3350 COMA	254CA 120233	EMB EMB120				SIGN 1011103	BROKEN CABIN		3/31/98 COMA9810082
EMERGENCY EXIT SIGN AT SEAT 5A IS BROKEN. REPLACED EXIT SIGN.									
3350 C2XA	16724 120171	EMB EMB120RT				CONNECTOR D43682	INOPERATIVE CABIN		3/10/98 C2XA98IA070
IAH - DURING PRE-FLIGHT INSPECTION, THE PILOT REPORTED THAT ONE EMERGENCY LIGHT WAS INOPERATIVE. MAINTENANCE RELEASED THE AIRCRAFT UNDER MEL, AND SUBSEQUENTLY REPAIRED WIRE CONNECTOR SPANAQ IAW EMB-120 WIRING MANUAL 20-00-03 AND REMOVED THE ITEM FROM MEL AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3350 COMA	261CA 120254	EMB EMB120RT				WIRE	BROKEN CABIN		4/5/98 COMA9810084
EMERGENCY EXIT SIGN AT ROW 8 DOES NOT ILLUMINATE. REPAIRED BROKEN WIRE AT EXIT SIGN.									
3610 SWIA	194SW 120120	EMB EMB120ER	PWA PW118A			BLEED LINE	RUPTURED RT PACK		3/4/98 SWIA971106
AFTER TAKEOFF, THE DUCT LEAK LIGHT ILLUMINATED, RETURNED TO LAX. MEL 32-21-1. REPLACED RUPTURED BLEED LINE AT RIGHT PACK SHUT OFF VALVE. LEAK AND OPS CHECKS GOOD.									
5320 WVER	217AS 120011	EMB EMB120RT				LATERAL POST 12003029001	CRACKED LT WINDOW		3/19/98 98ZZZX1385
WHILE PERFORMING ATLANTIC SOUTHEAST AIRLINES WORK CONTROL CARD TASK NR 472566, (EO 53-0047 REV A - INSP OF WINDSHIELD/DV WINDOW IAW SB 120-53-0010) NUMEROUS CRACKS WERE FOUND IN LT AND RT SKINS AT FWD BOTTOM OF FLT COMPARTMENT SIDE WINDOW OPENINGS UNDER DOUBLERS (P/N'S 120-36463-005/120-36463-006) WHICH HAD BEEN INCORPORATED UNDER SB 120-53-0010. ALSO, INDICATION OF CRACKS WERE FOUND ON LT AND RT LATERAL POSTS (P/N'S 120-03029-001/120-03029-002).									
5320 WVER	217AS 120011	EMB EMB120RT				LATERAL POST 12003029002	CRACKED RT WINDOW		3/19/98 98ZZZX1386
WHILE PERFORMING ATLANTIC SOUTHEAST AIRLINES WORK CONTROL CARD TASK NR 472566, (EO 53-0047 REV A - INSP OF WINDSHIELD/DV WINDOW IAW SB 120-53-0010) NUMEROUS CRACKS WERE FOUND IN LT AND RT SKINS AT FWD BOTTOM OF FLT COMPARTMENT SIDE WINDOW OPENINGS UNDER DOUBLERS (P/N'S 120-36463-005/120-36463-006) WHICH HAD BEEN INCORPORATED UNDER SB 120-53-0010. ALSO, INDICATION OF CRACKS WERE FOUND ON LT AND RT LATERAL POSTS (P/N'S 120-03029-001/120-03029-002).									
5347 C2XA	16719 120138	EMB EMB120RT				SEAT TRACK 120159994003	CORRODED CABIN		2/26/98 C2XA98IA061
IAH - DURING C-CHECK INSPECTION, FOUND LEFT FORWARD SIDEWALL SEAT TRACK CORRODED. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACK IAW EMB-120 MM 53-01-05. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									

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## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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5350 SWIA	204SW 120243	EMB EMB120ER	PWA PW118A			FAIRING	DEPARTED WING/FUSELAGE	3/4/98 SWIA971105	
BOTTOM CENTER PANEL OF FUSELAGE (MID WING), FWD OF LEFT AIR CONDITIONING PACK, DEPARTED THE AIRCRAFT. (FERRIED FROM PIH TO SLC). INSTALLED NEW WING CENTER FAIRING PANEL, IAW MM 57-11-01. ALL CHECKS GOOD.									
5720 C2XA	16719 120138	EMB EMB120RT				SUPPORT 12017059609	CRACKED LT WING	2/26/98 C2XA98IA102	
IAH - DURING C-CHECK INSPECTION, THE NR 2 UPPER SKIN SUPPORT ON RIB 19 OF THE LEFT WING WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SKIN SUPPORT IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN T SERVICE. (M)									
3010 C2XA	15941 145035	EMB EMB145				O-RING M83248/1226	WORN VERTICAL STAB	2/12/98 C2XA98CL012	
CLE - FLT 4043 - CREW REPORTED WHILE CLIMBING THROUGH 5,000 FEET WITH ANTI-ICE ON, THEY RECEIVED A LEFT HAND ENGINE BLEED LEAK ON EICAS AND A RED LEAK MESSAGE IN BLEED SWITCH ON OVERHEAD PANEL. AIRCRAFT RETURNED TO FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED AN O-RING IN THE VERTICAL STAB DEICE DUCT COUPLING IAW EMB-145 MM 30-12-07, OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. ACFT TT: 406.6 HOURS. TOTAL CYCLES: 294. (X)									
7200 C2XA	15932 145015	EMB EMB145	ALLSN AE3007A			ENGINE	MALFUNCTIONED LEFT	3/15/98 C2XA98CL027	
CLE - FLT 9500 - CREW REPORTED DURING TAKEOFF, THE LEFT ENGINE OIL PRESSURE EXCEEDED MANUFACTURES LIMITS. AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE LEFT ENGINE IAW CONTINENTAL EXPERSSTASK CARD NR 6271001. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (M)									
7530 C2XA	15926 145005	EMB EMB145	ALLSN AE3007A			ACTUATOR 23058911	FAILED LT ENGINE	3/9/98 C2XA98CL023	
EWR - FLT 4023 - CREW REPORTED DURING CLIMB-OUT, RECEIVED A LOW N1 WARNING ON THE LEFT ENGINE. THE ENGINE WAS SHUT DOWN AS A PRECAUTION AND THE AIRCRAFT RETURN TO FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE LEFT ENGINE COMPRESSOR VARIABLE GUIDE VANE ACTUATOR IAW EMB-145 MM 75-33-01. OPERATIONAL CHECKS WERE SATISFACTORY, FEDEC 1A WAS ALSO REMOVED AND REPLACED FOR PRECAUTIONARY MEASURES. AIRCRAFT RELEASED FOR SERVICE. (M)									
3230 USAA	853US 11281	FOKKER F28MK0100				CABLE D76351001	DAMAGED LANDING GEAR	3/11/98 USAAF98027	
MSP - FLT 1756 - ON SHORT FINAL APPROACH AT MSP, CAPTAIN WAS UNABLE TO MOVE THE LANDING GEAR HANDLE TO THE DOWN POSITION. THE ALTERNATE LANDING GEAR EXTENSION PROCEDURE WAS USED TO LOWER THE LANDING GEAR. GEAR FELL AND THREE GREENS WERE ILLUMINATED. FLIGHT LANDED WITHOUT FURTHER INCIDENT. GEAR WAS PINNED AND AIRCRAFT WAS TOWED TO THE GATE. MAINTENANCE CLEANED LANDING GEAR VALVE AND LUBED SAME AT NOSE GEAR WHEEL WELL. OPS CHECK HANDLE SEVERAL TIMES. RESET ALTERNATE GEAR EXTENSION HANDLE, REMOVED GEAR PINS. AIRCRAFT OK FOR FERRY FLIGHT TO PIT. AT PIT, MAINTENANCE REPLACED THE TELEFLEX CABLE THAT ATTACHES TO THE GEAR HANDLE ROD ASSEMBLY AND THE FORWARD TUBE ASSEMBLY. (M)									
3230 USAA	853US 11281	FOKKER F28MK0100				TUBE D76395401	DAMAGED LANDING GEAR	3/11/98 98ZZM394	
MSP - FLT 1756 - ON SHORT FINAL APPROACH AT MSP, CAPTAIN WAS UNABLE TO MOVE THE LANDING GEAR HANDLE TO THE DOWN POSITION. THE ALTERNATE LANDING GEAR EXTENSION PROCEDURE WAS USED TO LOWER THE LANDING GEAR. GEAR FELL AND THREE GREENS WERE ILLUMINATED. FLIGHT LANDED WITHOUT FURTHER INCIDENT. GEAR WAS PINNED AND AIRCRAFT WAS TOWED TO THE GATE. MAINTENANCE CLEANED LANDING GEAR VALVE AND LUBED SAME AT NOSE GEAR WHEEL WELL. OPS CHECK HANDLE SEVERAL TIMES. RESET ALTERNATE GEAR EXTENSION HANDLE, REMOVED GEAR PINS. AIRCRAFT OK FOR FERRY FLIGHT TO PIT. AT PIT, MAINTENANCE REPLACED THE TELEFLEX CABLE THAT ATTACHES TO THE GEAR HANDLE ROD ASSEMBLY AND THE FORWARD TUBE ASSEMBLY. (M)									
3230 USAA	866US 11310	FOKKER F28MK0100				RETRACT MECH	LACK OF LUBE NLG	3/11/98 USAAF98026	
PIT - 1221 - DURING APPROACH INTOP PIT CREW RECEIVED A NOSE GEAR UNSAFE INDICATION WHEN LOWERING THE LANDING GEAR. CREW ADVISED ATC, EXECUTED A GO-AROUND AND RECYCLED THE GEAR. AFTER RECYCLING THE GEAR ALL INDICATIONS WERE NORMAL. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE LUBRICATED THE NOSE GEAR AND ASSOCIATED COMPONENTS. GEAR SWING WAS GOOD. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3350 QXEA	491US 11156	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/30/98 QXEA9800449
WING EMERGENCY EXIT HANDLE LIGHT ON THE LEFT SIDE OF THE AIRCRAFT IS INOP (BOTH LAMPS). RELAMPED, OPERATIONAL CHECKS GOOD.									
3350 QXEA	499US 11182	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/31/98 QXEA9800455
OVERHEAD EMERGENCY LIGHT AT ROW 10 HAS AN INOP 28 VOLT BULB. RELAMPED, OPERATIONAL CHECKS GOOD.									
3350 QXEA	499US 11182	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/31/98 QXEA9800452
OVERHEAD EMERGENCY EXIT LIGHT INOP AT ROW 10. MAINTENANCE REPLACED SAME, OPERATIONAL CHECK GOOD.									
3350 QXEA	478US 11227	FOKKER F28MK4000			GRIMES 1012721	CONNECTOR	CORRODED CABIN		3/31/98 QXEA9800454
ALL EMERGENCY LIGHTS ON THE PASSENGER SEAT SIDES ARE INOP. FOUND CORRODED WIRE SPLICES AT SEAT ROWS 1, 9 AND 14. REPAIRED WIRING AND CONNECTIONS, OPERATIONAL CHECKS GOOD.									
3350 QXEA	481US 11230	FOKKER F28MK4000			GRIMES	LIGHT 1012721	INOPERATIVE CABIN		3/31/98 QXEA9800451
EMERGENCY EXIT LIGHT COVER ON SEAT 8B MISSING. THE LIGHT ASSEMBLY WAS REPLACED, CHECKS GOOD.									
3350 QXEA	482US 11231	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/28/98 QXEA9800450
AFT LEFT AND RIGHT EXIT EVACUATION LIGHTS INOP. MAINTENANCE TIGHTENED LT AND RT EVACUATION LIGHT SOCKETS, CLEANED GROUND CONNECTIONS, AND REMOVED AND REPLACED LAMPS. EVACUATION LIGHTS CHECKED GOOD.									
5220 QXEA	488US 11240	FOKKER F28MK4000				DOOR	CHAFED EMER EXIT DOOR		2/27/98 QXEA9800462
SERVICE/EMERGENCY DOOR INTERNAL UPPER INBD EDGE IS CHAFED IN SIX PLACES. REPAIRED IAW FOKKER SRM 51-31-01.									
5220 QXEA	488US 11240	FOKKER F28MK4000				FLANGES	CRACKED EMER EXIT DOOR		2/27/98 QXEA9800461
SERVICE/EMERGENCY DOOR INTERNAL LOWER CENTER AND LOWER AFT OVAL LIGHTENING HOLES HAVE CRACKS ON FLANGES. REPAIRED IAW FOKKER SRM 53-02-01 PAGE 10 FIGURE 8.									
5320 QXEA	488US 11240	FOKKER F28MK4000				PEDESTAL	CORRODED COCKPIT		3/4/98 QXEA9800458
COCKPIT PEDESTAL HAS CORROSION AT RT SIDE IN NUMEROUS LOCATIONS ALONG LOWER MOUNTING STRUCTURE. REPAIRED IAW HORIZON ZIR EA 4-53-377.									
5320 QXEA	488US 11240	FOKKER F28MK4000				PEDESTAL	CORRODED COCKPIT		3/4/98 QXEA9800459
COCKPIT PEDESTAL HAS CORROSION AT LT SIDE IN NUMEROUS LOCATIONS. REPAIRED IAW HORIZON AIR EA 4-53-377.									
5320 QXEA	488US 11240	FOKKER F28MK4000				WINDOW POST	CRACKED NR 2		2/27/98 QXEA9800457
RIGHTHAND NR 2 WINDOW POST HAS A .1875 INCH CRACK. REPAIRED IAW HORIZON EA 4-53-376.									
5347 QXEA	488US 11240	FOKKER F28MK4000				SEAT TRACK	DAMAGED CABIN		2/25/98 QXEA9800460
MINOR NICKS AND GOUGES IN LUG OF LT OB SEAT TRACK BETWEEN FRAME 13815A AND 15205. REPAIRED IAW FOKKER SRM 53-02-15.									

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5347 QXEA	488US 11240	FOKKER F28MK4000				SEAT TRACK	DAMAGED CABIN		3/4/98 QXEA9800463
RT INBD SEAT TRACK HAS GOUGES AND NICKS IN TRACK AT TOP SURFACE. REMOVED AND REPLACED SEAT TRACK IAW FOKKER SRM 53-02-15.									
5347 QXEA	488US 11240	FOKKER F28MK4000				SEAT TRACK	DAMAGED CABIN		2/25/98 QXEA9800465
DEEP GOUGE ON LEFTHAND INBOARD SEAT TRACK. INSTALLED NEW SECTION OF SEAT TRACK AND SPLICE SECTION IAW FOKKER SRM 53-02-15, PAGE 3.									
5347 QXEA	488US 11240	FOKKER F28MK4000				SEAT TRACK	GOUGED CABIN		2/25/98 QXEA9800569
THERE IS A GOUGE ON TOP OF THE SEAT TRACK BETWEEN FRAMES 9305 AND 9305A ON LEFTHAND INBOARD SIDE. REPAIRED IAW FOKKER SRM 53-02-15 FIGURE 1.									
5510 QXEA	488US 11240	FOKKER F28MK4000				MOUNT	FRETTING HORIZ STAB		3/1/98 QXEA9800467
THE ELEVATOR BOOSTER TO HORIZONTAL STAB MOUNTS HAVE .010 TO .015 RADIAL PLAY AND THE LOWER LEFT MOUNT IS FRETTING. REPAIRED IAW HORIZON AIR EA 4-55-51.									
5530 QXEA	488US 11240	FOKKER F28MK4000				ANGLE	CRACKED VERT STAB		2/28/98 QXEA9800466
CRACKS AT BOTH ENDS OF TRANSVERSE ANGLE AT FWD BASE OF VERT STAB. REPAIRED IAW FOKKER SRM 51-10-05 PAGE 601.									
5720 QXEA	488US 11240	FOKKER F28MK4000				FITTING	CRACKED REAR SPAR		3/6/98 QXEA9800464
RIGHT REAR SPAR END FITTING HOLE HAS CRACK INDICATIONS AT LOWER END. REPAIRED IAW HORIZON AIR EA 4-53-387.									
5730 QXEA	488US 11240	FOKKER F28MK4000				SKIN	CRACKED LT WING		2/26/98 QXEA9800468
CRACK BETWEEN TWO RIVETS AS SEEN FROM INSIDE LIGHTENING HOLE, ON LEFTHAND WING, INSIDE INBOARD FLAP WELL AT ATTACH POINT OF OUTBOARD SPRING STRUT. REPAIRED IAW HORIZON AIR EA 4-57-97.									
5720 QU2R	2FOR 119	GULSTM G159				RISER	CORRODED WING PLANK		3/1/98 98ZZZX1388
GULFSTREAM CUSTOMER BULLETIN NR CB 337 REQUIRES X-RAY INSPECTION OF INBOARD LOWER PLANK SPLICES AND ULTRASONIC INSPECTION OF THE ADJACENT RISERS. SUBSEQUENT DISASSEMBLY FOR REPAIRS REVEALED EXTENSIVE CORROSION IN SPLICES AND RISERS NOT DETECTABLE BY THE SPECIFIED TECHNIQUES. N-NR YV28CP.									
2432 JGVR	232S 032	ISRAEL 1125			TX40112	CELL 12337028100	FAILED BATTERY		3/4/98 98ZZZX1387
NICAD BATTERY CELL HAD THERMAL RUNAWAY.									
2810 JGVR	918MK 089	ISRAEL ASTRASPX				FUEL SYSTEM	CONTAMINATED FUEL BAY	400	2/5/98 98ZZZX1288
CUSTOMER REPORTED FUEL BYPASS LIGHT ILLUMINATED IN-FLIGHT. SUBMITTER STATED CAUSE WAS DETERMINED TO BE FUEL BAY CONTAMINATION FROM MANUFACTURER.									
2435 VTZA	333UE 41101	JETAIR JETSTM4101				STARTER GEN 23095002D	FAILED LT ENGINE		3/3/98 VTZA98105
IAD/PWM - FLT 6578 - DURING CRUISE AT 1930 HRS ON 3-3-98, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO LT GENERATOR WENT OFF-LINE SEVERAL TIMES. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND LOOSE LEAD ON STARTER GENERATOR, OPS CHECK OK. AIRCRAFT RELEASED AND APPROVED FOR RETURN TO SERVICE. (X)									

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6112 RAIA	558HK 41071	JETAIR JETSTM4101				DE-ICE BOOT	FAILED RT PROP		3/8/98 RAIA980308
FLT 7219 - STL - RIGHT PROPELLER DE-ICE FAILED LONG AND SHORT CYCLES. MAINTENANCE REPLACED RIGHT PROPELLER ASSEMBLY. (M)									
7200 VTZA	305UE 41019	JETAIR JETSTM4101	GARRTT TPE3311			ENGINE	LOW POWER RIGHT		2/5/98 VTZA98049
FLT 6502 - IAD-LGA - ABORTED TAKEOFF DUE TO RT ENGINE WOULD NOT MAKE TORQUE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND GROUND RAN AIRCRAFT AND FOUND NO DEFECTS. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7260 VTZA	310UE 41028	JETAIR JETSTM4101	GARRTT TPE3311			CHIP DETECTOR 5725109162	DIRTY RT ENGINE		2/9/98 VTZA98051
FLT 6302 - IAD-BOS - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO RT OIL CONTAMINATION WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND VERY SMALL AMOUNT OF METALLIC MATERIAL ON CHIP DETECTOR. MAINTENANCE CLEANED AND REINSTALLED CHIP DETECTOR AND GROUND RAN AIRCRAFT, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7260 VTZA	310UE 41028	JETAIR JETSTM4101	GARRTT TPE3311			CHIP DETECTOR 5725109162	DIRTY LT ENGINE		2/9/98 VTZA98053
FLT 6602 - IAD-BWI - AIRCRAFT RETURNED TO GATE DUE TO RT OIL CONTAMINATION WARNING LIGHT ILLUMINATED. MAINTENANCE INSPECTED AND FOUND SMALL CHIP ON DETECTOR AND REMOVED AND REINSTALLED CHIP DETECTOR. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7921 RAIA	551HK 41040	JETAIR JETSTM4101				OIL COOLER L86023281	LEAKING LT ENGINE		3/5/98 RAIA980304
FLT 7517 - GRR - LEFT ENGINE LOST OIL PRESSURE, CREW PEFORMED INFLIGHT SHUTDOWN. MAINTENANCE REPLACED LEFT OIL COOLER ASSEMBLY. (M)									
2564 WRNA	826CR 193A1141	LKHEED 10113851				SLIDE/RAFT D30170535	MISMANUFACTURED L1 DOOR		1/30/98 98ZZZX1424
WHEN ATTEMPTING TO EXECUTE MINI-EVAC DRILL, L-1 DOOR OPENED PARTIALLY AND L-1 SLIDE/RAFT FAILED TO DEPLOY. DRILL CALLED OFF AND L-2 DOOR SLIDE/RAFT REMOVED FOR RE-INSPECTION. L-1 DOOR SLIDE/RAFT REMOVED FOR INSPECTION. FOUND GIRT BAR STRAP TOO SHORT TO ALLOW RELEASE CABLE TO PULL PINS ON COVER. RETURNED TO VENDOR FOR FURTHER EVALUATION AND TEAR DOWN REPORT.									
2564 WRNA	826CR 193A1141	LKHEED 10113851				EVAC SLIDE/RAFT D30170535	MISMANUFACTURED L2 DOOR	1/30/98 25	98ZZZX1423
WHEN ATTEMPTING TO EXECUTE MINI-EVAC DRILL, L-2 DOOR SLIDE/RAFT FAILED TO DEPLOY. DOOR OPENED PARTIALLY DUE TO SLIDE/RAFT JAM. DRILL CALLED OFF. ALL OTHER DOORS OPERATED CORRECTLY. SLIDE/RAFT REMOVED FOUND GIRT BAR WEBBING VERY TIGHT. SUSPECT GIRT BAR STRAP TOO SHORT TO ALLOW RELEASE OF CABLE TO PULL PINS ON COVER. RETURNED TO VENDOR FOR FURTHER EVALUATION AND TEAR DOWN REPORT.									
2842 DALA	790DL 193A1143	LKHEED 10113851				TRANSMITTER 287701043	LOOSE LT WING		3/4/98 DLL13980729
ON T/O, TOWER REPORTED ACFT HAD SOMETHING STREAMING FROM THE OUTBD LEFT WING. VISUAL INSPECTION NOTED FUEL WAS COMING FROM TOP OF WING. RETURNED TO SFO. MAINT FOUND NR 5 FUEL QTY TRANSMITTER FOR 2 LT INBD FUEL TANK LOOSE IN ITS HOUSING AND 4 OF THE 5 SCREWS MISSING. PROBE WAS SECURED AND NEW FASTENERS INSTALLED. AERODYNAMIC SEALER REQUIRED BUT WAS FORWARDED TO MCO TO AVOID FURTHER DELAY. ACCOUNT SEALER CURE TIME AND OVERWEIGHT INSPECTION WAS PERFORMED PER MM. ACFT LANDED OVERWEIGHT.									
2910 WRNA	311EA 193A1012	LKHEED 10113851				HYD LINE 1530501249	LEAKING LT WING		3/18/98 98ZZM404
SYSTEM 'C' HYD RSVR QTY LOW AND DECREASING. SWITCHING PUMP OFF DID NOT STOP FLUID LOSS. REF MANUAL GEAR EXTENSION, ATM TURNED OFF FLUID LOSS STOPPED AT AROUND THREE-EIGHTHS TANK QTY. AIRCRAFT LANDING NORMAL. FOUND PIN HOLE LEAK IN HYD C-CHECK SYSTEM RETURN LINE IN LEFT WING. LINE REPAIRED BY 'PERMASWAGE' COUPLING IAW 20-29-04 LEAK CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3350 WRNA	826CR 193A1141	LKHEED 10113851				POWER PACK 516574	INOPERATIVE CABIN		2/23/98 98ZZZX1425
EMERGENCY EXIT LIGHTS INOPERABLE AT L-3 DOOR. REMOVED AND REPLACED EMERGENCY POWER PACK IAW 33-21-19. OPS CHECK SATISFACTORY. (X)									
3350 AMTA	188AT 193C1078	LKHEED 10113851				LIGHT PANEL	FAILED EXTERIOR		1/2/98 98ZZZM408
CLE - WHEN REMOVING POWER FROM AIRCRAFT ALL EMERGENCY LIGHTS (INSIDE AND OUT) CAME ON. WOULD NOT TURN OFF UNTIL POWER WAS REAPPLIED TO AIRCRAFT. INSTALLED NEW EXTERIOR LIGHTS PANEL PER MM 33-51-01. EMERGENCY LIGHTS CHECKED NORMAL. (M)									
3350 DALA	740DA 193C1244	LKHEED 1011385115				BULB	FAILED CABIN		4/3/98 DLL14980721
DURING L/O, FOUND EXTERIOR EMERGENCY LIGHTS OUT AT L1 AND L3 DOORS. RELAMPED, OPS CK GOOD.									
3350 DALA	756DR 193Y1185	LKHEED 10113853			20131A	BATTERY PACK	DISCHARGED CABIN		3/2/98 DLL19980498
BATTERY PACK DEAD DUE TO PWR SUPPLY VOLTAGE INOP.									
3350 DALA	756DR 193Y1185	LKHEED 10113853				BATTERY PACK RPS1	DISCHARGED CABIN		3/2/98 DLL19980497
EMERGENCY LIGHT BATTERY PACK DEAD. NO VOLTAGE OUTPUT.									
3418 ARWA	307GB 193U1131	LKHEED 1011385115				AOA SENSOR 2299006010	INOPERATIVE WING		4/2/98 ARWA980402
WINDSHEAR WARNING COMES ON SHORTLY AFTER T/O AND AT APPROXIMATELY 1,000 DURING LAINDING APPROACH. REMOVED AND REPLACED AOA SENSORS. REMOVED AND REPLACED LONGITUDINAL ACCELEROMETERS. OPS CHECK NORMAL AS PER MM 34-62-00 AND WINDSHEAR 060-4033.									
3441 ARWA	307GB 193U1131	LKHEED 1011385115				INU 452080052141	INOPERATIVE NR 2		3/31/98 ARWA980401
F/O ADI FAILED FULL NOSE UP. AFTER T/O WINDSHEER ALERT WARNING ON AT 50 FT ANGLE AND 1000 ON APPROACH. FLAP ASSEMETRY DET FOULT LIGHT ON DURING FLAP RETRACTION. DURING CLIMBOUT L 5, 6 AND R 5, 6 SPOILER AND ROLL SPOILER LIGHT ON, PUSH LIGHT ON. REMOVED AND REPLACED NR 2 INU CHECKED ON GROUND NORMAL IAW 34-43-00. FOUND EXCELENOMETER LOOSE SECURED SYSTEM CHECKED NORMAL MANY TIMES IAW MM 34-62-00. CYCLED FLAPS UNABLE TO DUPLICATE FOULT. I.A.W. 27-51-00. COMPARATOR RESET. CYCLE SPOILER UNABLE TO DUPLICATE FAULT IAW MM 27-62-00.									
5220 DALA	765DA 193H1206	LKHEED 10113853			1282T10019	COUNTERBALANCE	INOPERATIVE L3 DOOR		3/29/98 DLL17980682
AIRCRAFT ARRIVED WITH L3 EMERGENCY HANDLE PARTIALLY OPEN. REPLACED COUNTERBALANCE AND RIGGED DOOR.									
5220 DALA	767DA 193H1209	LKHEED 10113853			1282T10019	COUNTERBALANCE	WEAK L3 D00R		3/31/98 DLL17980694
L3 DOOR FAILED OPN 68116, EMERGENCY DOOR OPERATIONAL. OPS TIME GREATER THAN 7 SECONDS. REPLACED COUNTERBALANCE.									
5240 DALA	720DA 193C1136	LKHEED 10113851			527001348	COUNTERBALANCE	BROKEN R4 DOOR		3/27/98 DLL10980672
R-4 DOOR DOES NOT OPEN WHEN USING EMERGENCY HANDLE. ITEM FOUND DURING E-LETTER CHECK INITIAL INSP, OPN 58131. ITEM CLEARED BY REPLACING DR COUNTERBALANCE. OPS CK GOOD OPN 68115 ITEM REPLACED ON N/R CARD 149.									
5330 DALA	720DA 193C1136	LKHEED 10113851				SKIN 1503140147	CORRODED BS 759		3/28/98 DLL10980683
THE FUSELAGE SKIN AT FS 759 AND STRINGER 38 WAS FOUND CRACKED DUE TO CORROSION. THE CORRODED AREA WAS TRIMMED OUT AND AN EXTERNAL ALUMINUM DOUBLER WAS INSTALLED PER ER/A 364366-14, REV A.									

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5330 DALA	1731D 193C1200	LKHEED 10113851				SKIN	CORRODED BS 760		4/2/98 DLL10980716
CORROSION WAS FOUND ON THE FWD BELLY SKIN BETWEEN FS 539 AND 983. REPAIRED PER ERA 331516-14.									
5730 DALA	720DA 193C1136	LKHEED 10113851				SKIN 1527139107	CRACKED WS 477		3/27/98 DLL10980685
THE LT LOWER WING SKIN WAS FOUND CRACKED AT IWS 477 AND STRINGER 17. THE CRACK IS SUBJECT TO THE SID AD 95-20-04. THE CRACK WAS STOP DRILLED AND REPAIRED WITH A DOUBLER AND TRIPLER PER ER/A 364365-14AD, REV A. THE ER/A WAS GRANTED AMOC APPROVAL.									
3350 RAAA	9744C 188C1140	LKHEED 188C				LIGHT 1000553	FAILED CABIN		3/31/98 RAAA98E4009
LT AND RT OVERWING EMERGENCY EXIT PULL DOWN EMERGENCY LIGHTS FAILED SERVICE CHECK. CHANGED EMERGENCY LIGHTS DUE FAILED.									
3350 RAAA	9744C 188C1140	LKHEED 188C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		3/26/98 RAAA98E4008
PAX ROW 10 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	178RV 188C2010	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		3/27/98 RAAA98E8008
PAX ROW 17 EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	178RV 188C2010	LKHEED 188C				LIGHT 1000553	FAILED CABIN		3/27/98 RAAA98E8007
FWD LT AND AFT LT OVERWING EMERGENCY EXIT PULL DOWN EMERGENCY LIGHTS FAILED SERVICE CHECK. CHANGED EMERGENCY LIGHTS DUE FAILED.									
3350 RAAA	178RV 188C2010	LKHEED 188C				WIRE	CHAFED BS 390		4/1/98 RAAA98E8009
DURING CLIMBOUT, EMERGENCY EVAC LIGHTS CB TRIPPED. RESET ONCE AND TRIPPED AGAIN AFTER SEVEN MINUTES. RETURNED TO ANC AND LANDED OVERWEIGHT WITHOUT INCIDENT. FOUND EMERGENCY LIGHT WIRE NR N54Q20 CHAFED AT FS 390. REPAIRED WIRE SYSTEM, OPS CHECK GOOD PER RAA DOC 86-26. ACCOMPLISHED OVERWEIGHT LANDING INSPECTION PER 42-11-09.									
3260 PNSA	27987 317912054	PIPER PA31				SENSORS	LACK OF LUBE NLG		3/18/98 PNSA980305
GEAR WARNING HORN SOUNDED DURING TAKEOFF ROLL. ABORTED TAKEOFF, TAXI BACK TO HANGER UNEVENTFUL. CLEANED AND LUBED NOSE GEAR, OPS CHECK OK.									
2434 PNSA	82455 328006079	PIPER PA32301				ALTERNATOR ALY6421	INTERMITTENT ENGINE		3/12/98 PNSA980303
LOW BATTERY, ENGINE WOULD NOT START. REPLACED INTERMITTENT ALTERNATOR, OPS CHECK OK.									
8011 PNSA	8361Q 328106055	PIPER PA32301				STARTER	FAILED ENGINE		3/16/98 PNSA980302
ENGINE WOULD NOT TURN OVER. REPLACED STARTER, OPS CHECKED OK.									
2611 WWMA	231AE 340B231	SAAB 340B				DETECTOR 72111211000	NO TEST LAVATORY		3/29/98 WWMA9800064
LAV SMOKE TEST IS INOPERATIVE. REPLACED LAV SMOKE DETECTOR.									

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2612 WWMA	329AE 340B329	SAAB 340B				DETECTOR 72111211000	DEFECTIVE CARGO COMPT		4/2/98 WWMA9800065
FLIGHT NR 5042 -BTR-DFW - CARGO SMOKE LIGHT ON CWP ILLUMINATED IN FLIGHT. CARGO EXTINGUISHER NR 1 WAS DISCHARGED. DIVERTED TO AEX. REPLACE NR 1 CARGO FIRE BOTTLE AND FORWARD AND AFT FIRE DETECTORS.									
2613 MALA	107XJ 340A107	SAAB SF340A				OVERHEAT LIGHT	ILLUMINATED LT TAILPIPE		3/31/98 MALA976077
ON CLIMB, LEFT TAILPIPE HOT WARNING LIGHT ILLUMINATED, COMPLETED QRH AND WARNING LIGHT EXTINGUISHED AFTER CLOSING BLEED VALVE. AIRCRAFT RETURNED TO ATW. MAINTENANCE PERFORMED 20 MIN RUN WITH BLEEDS ON-CND, OPS CHECKS GOOD.									
3251 REXA	406BH 340A074	SAAB SF340A				ACTUATOR 3810009104	FAILED NLG STEERING		3/13/98 REXA98069
DURING TAXI STEERING TILLER BECAME DIFFICULT TO TURN. NOSE WHEEL WAS UNCONTROLLABLE. HYD PUMP RAN NORMALLY WHEN DEPRESSED AND HYD WAS OK. AFTER EXCERSIZING TILLER IT BEGAN WORKING FOR A SHORT TIME. REMOVED AND REPLACED NOSE WHEEL STEERING SERVO ACTUATOR IAW 32-50-25. OPS CHECK GOOD. (M)									
3260 SIMA	387AE 340B387	SAAB 340B				CONNECTOR MS3476W1419AX	LOOSE LT MLG		2/21/98 SIMA980521
ACT - FLT 3549 - NOSE GEAR AND LEFT MAIN GEAR DOWNLOCK INDICATION INOPERABLE. AIRCRAFT RETURNED TO DFW AND LANDED SAFELY. FOUND CANNON PLUG 5GPI IN LEFT WHEEL WELL NOT LOCKED. REMOVED, CLEANED, AND LOCKED CANNON PLUG SYSTEM. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
3350 MALA	592MA 340B199	SAAB 340B				BULB 7239410802	FAILED CABIN		3/18/98 MALA976078
DURING INSPECTION, EMERGENCY FLOOR TRACK LIGHT AT ROW 9 INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 WWMA	280AE 340B280	SAAB 340B				BATTERY PACK 6013211	DISCHARGED CABIN		3/27/98 WWMA9800066
DURING PREFLIGHT, EMERGENCY FLOOR LIGHTS AT ROWS 6, 7, 8 AND OVERHEAD LIGHTS AT ROWS 8 AND 10 FAILED TO ILLUMINATE. REPLACED EMERGENCY POWER SUPPLY 22LN.									
3350 WWMA	319AE 340B319	SAAB 340B				BULB 1317	FAILED CABIN		4/1/98 WWMA9800063
DURING PREFLIGHT, THE EMERGENCY LIGHT OVER SEAT 9A FAILED TO ILLUMINATE. REPLACED LIGHT BULB.									
3350 WWMA	339SB 340B339	SAAB 340B				BULB 1317	FAILED CABIN		3/25/98 WWMA9800062
DURING PREFLIGHT, THE EMERGENCY LIGHT OVER SEAT 11A FAILED TO ILLUMINATE. REPLACED LIGHT BULB.									
3350 WWMA	340RC 340B340	SAAB 340B				BULB 1317	FAILED CABIN		4/5/98 WWMA9800068
EMERGENCY LIGHT AT ROW 3A FAILED TO ILLUMINATE DURING TEST. REPLACED BULB.									
3350 SIMA	344SB 340B344	SAAB 340B				BULB 8G500542405	FAILED CABIN		3/17/98 SIMA980762
BULB TO EMERGENCY LIGHTING AT ROW 7 NOT WORKING. RAI LIGHT BULB FOR EMERGENCY LIGHTING AT ROW 7. PERFORMED OPERATIONAL CHECK SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
3350 WWMA	352SB 340B352	SAAB 340B				BULB 1317	FAILED CABIN		4/3/98 WWMA9800067
OVERHEAD EMERGENCY LIGHT AT ROW 11A FAILED TO ILLUMINATE. REPLACED BULB.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

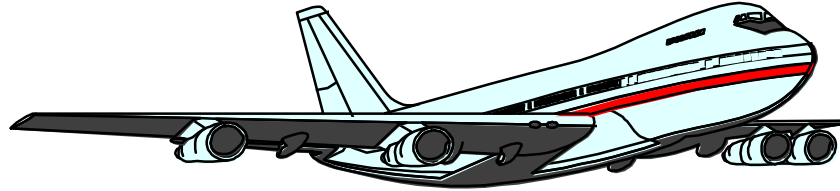
## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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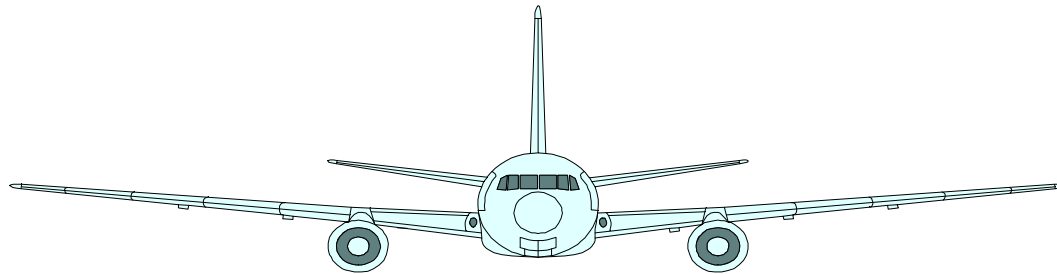
ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 MALA	114XJ 340A114	SAAB SF340A				BULB 1317	FAILED CABIN		3/31/98 MALA976075
DURING INSPECTION, SEAT 1D EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED, OPS CHECKS GOOD.									
3425 REXA	326PX 340A054	SAAB SF340A				AHARS COMPUTER 6226190113	FAILED LEFT		3/16/98 REXA98070
CAPTAINS HEADING FAILED 40 DEGREES OFF. TRY HDL SLAVE NUMEROUS TIMES NO RESULTS. REMOVED AND REPLACED AHARS COMPUTER ON CAPTAINS SIDE. OPS CHECK GOOD. (M)									
3425 MALA	110XJ 340A110	SAAB SF340A				EHSI 6226342022	FAILED RT COCKPIT		3/31/98 MALA976076
DURING FLIGHT, RIGHT HSI INOP. SCREEN IS BLACK. AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED RIGHT EHSI, SYSTEM OPS GOOD.									
7200 REXA	347AM 340A039	SAAB SF340A	GE CT75A			ENGINE	OVERTEMP RIGHT		3/9/98 REXA98067
RIGHT ENGINE OVERTEMP ON TAKEOFF ROLL. PERFORMED LP-1 INSPECTION ON RIGHT ENGINE. GROUND RUNS NORMAL, NO DEFECTS NOTED. (M)									
7320 PLGA	742BA 340A092	SAAB SF340A	GE CT75A			PCU	OUT OF ADJUST LT ENGINE		2/4/98 PLGA980204A
PWM - FLT 4277 - DURING TAKEOFF, WHEN THE CTOT WAS SWITCHED ON THE RIGHT TORQUE INCREASED BUT THE LEFT DID NOT. TAKEOFF WAS ABORTED AND AIRCRAFT RETURNED TO THE GATE. MAINTENANCE RIGGED THE LEFT ENGINE PCU. SYSTEM GROUND CHECKED GOOD. (M)									
7321 REXA	403BH 340A060	SAAB SF340A	GE CT75A			ECU 7086M60G010	MALFUNCTIONED RT ENGINE		3/4/98 REXA98063
RT ITT GAUGE DROPPED TO ZERO INFLIGHT. REMOVED AND REPLACED RT ECU. (M)									
7321 REXA	406BH 340A074	SAAB SF340A	GE CT75A			ECU 7086M60G11	SURGE RT ENGINE		3/8/98 REXA98065
RIGHT ENGINE HAD A ITT SURGE ON TAKEOFF. REMOVED AND REPLACED RIGHT ENGINE ECU. (M)									
7603 MALA	420XJ 420	SAAB 340B				STOP HANDLE	PULLED FLIGHT IDLE		4/3/98 MALA976074
DURING CLIMB, FLIGHT IDLE LIGHT ILLUMINATED. MAINTENANCE INSPECTED, FOUND FLIGHT IDLE STOP HANDLE PULLED. RESET KNOB, OPS CHECK GOOD.									
2150 EQGA	459AM AC700	SWRNGN SA227AC				ACM 20475546	INOPERATIVE LEFT		3/5/98 98ZZM386
AUT - FLT 1280 - DURING SHORT FINAL INTO AUS, SMOKE BEGAN COMING OUT OF THE LEFT BLEED. UPON LANDING AND DURING ROLL OUT, FO SHUT OFF BOTH BLEEDS. RESIDUAL SMOKE CONTINUED TO ENTER COCKPIT THROUGH LEFT BLEED DURING TAXI TO GATE. AIRCRAFT ARRIVED AT GATE WITHOUT INCIDENT AND BOTH ENGINES WERE SHUT DOWN. MAINTENANCE CONTROL WAS NOTIFIED AND CONTACTED TO INSPECT AIRCRAFT. UPON INSPECTION, THE LEFT AIR CYCLE MACHINE WAS FOUND TO BE DEFECTIVE. LEFT AIR CYCLE MACHINE/AIRCONDITIONING WAS DEFERRED PER MEL 21-4-0. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3230 PNSA	175SW AC621	SWRNGN SA227AC				RETRACT MECH	LACK OF LUBE NLG		3/3/98 PNSA980301
NOSE GEAR WOULD NOT EXTEND. EMERGENCY EXTENTION PERFORMED LANDING UNEVENTFUL. LUBED AND ADJUSTED NOSE GEAR, OPS CHECK OK.									
5230 PNSA	2719H AC713B	SWRNGN SA227AC				DOOR	NOT LOCKED CARGO COMPT		3/18/98 PNSA980304
CARGO DOOR WARNING LIGHT CAME ON DURING CLIMB. DEPRESSURIZED RETURNED TO ANC, LANDING WAS UNEVENTFUL. FOUND CARGO DOOR HANDLE NOT FULLY IN CLOSED DETENT. DOOR SECURED, NEXT FLIGHT OK.									

(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)

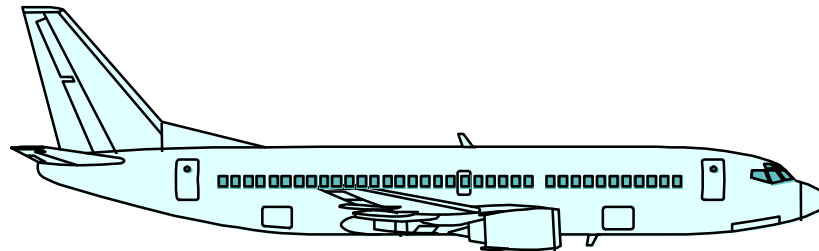
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**INTERNATIONAL**



**SERVICE DIFFICULTY REPORT**



# INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY

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7200			GE CT581401			ENGINE	MALFUNCTION NR 1 ENGINE	15834 4098	11/17/97 CA971231003
(CAN) 73 HOURS AFTER INSTALLATION, NR 1 ENGINE BEGAN TO VENT OIL. OIL FLUSHED THREE TIMES. VENTING IMPROVED EACH TIME. WHILE WORKING ON ENGINE OIL PROBLEM, NR 1 ENGINE BEGAN TO SHOW OIL PRESSURE FLUCTUATIONS. DURING THE LAST FLIGHT, FUEL PRESSURE AND NG FLUCTUATIONS WERE NOTED. ENGINE FLAMED OUT AS THROTTLES WERE BROUGHT BACK TO FLIGHT IDLE. AIRCRAFT LANDED SAFELY ON ONE ENGINE. THERE HAD BEEN NO PERFORMANCE PROBLEMS PRIOR TO IT VENTING OIL.									
7261			PWA JT9D7R4D			OIL SUMP 500327702	CRACKED NR 1-2 BEARING	47357 41827	2/17/98 CA980305008
*****	(CAN) DURING DISASSEMBLY OF THE ENGINE DUE TO HIGH OIL CONSUMPTION, THE NR 1 AND NR 2 BEARING OIL SUMP WAS FOUND CRACKED IN TWO PIECES. NUMEROUS CRACKS BEYOND ACCEPTABLE LIMITS WERE ALSO FOUND DURING DISASSEMBLY OF THE LP COMPRESSOR ON STAGE 1, 1.5, 2 AND STAGE 3 STATOR. THE PARTS WERE REMOVED FROM SERVICE AND FURTHER EVALUATION IS BEING CARRIED OUT. A FURTHER REPORT WILL FOLLOW. PART TC: 14,715.								
7500			GARRTT TPE33110U			PIPE 1379287L403	SEPARTED RT ENG BLEED		12/4/97 CA971219017
(CAN) ON TAKEOFF, INCREASE IN EGT, ON RIGHT ENGINE. POWER REDUCED TO KEEP EGT WITHIN LIMITS. BETA LIGHT ALSO ON LOWER FUEL PRESSURE. ENGINE SHUT DOWN. ENGINE BLEED AIR PIPE FOUND SEPARATED AT FLANGE END.									
7603			GE CF343A1			CABLE	CONTAMINATED AFT CONTROL BOX	4373	11/22/97 CA971219032
(CAN) LEFT HAND THROTTLE VERY STIFF, ALMOST FROZEN WHEN CLIMBING THROUGH 20,000 FEET. THIS IS A REPEAT SNAG. LEFT HAND THROTTLE CABLE AFT OF THROTTLE CONTROL BOX CHANGED. MOISTURE INGRESS RECTIFICATION SB A601R-76-013B COMPLETED.									
2810		AIRBUS A310304				DOOR	MISSING FUEL PANEL		2/27/98 CA980318050
(CAN) FUEL PANEL DOOR FOUND MISSING AFTER A/C LANDED. NEW PANEL INSTALLED ON RETURN TO HOME BASE.									
5412		AIRBUS A310304				PANEL	DAMAGED LT WHEEL WELL		3/5/98 CA980318051
(CAN) LEFT HAND WHEEL WELL BULK HEAD PANEL FELL OFF AND DAMAGED. PANEL REPLACED. AIRCRAFT TT: 41,402 HOURS.									
2400		AIRBUS A320211				PANEL 123VU	SHORTED CB PANEL	21235	2/6/98 CA980317023
(CAN) CIRCUIT BREAKER PANEL 123VU DROPPED, CABLE SHORTED AGAINST STRUCTURE. LOOP WAS TOO LARGE AND CHAFED.									
2720		AIRBUS A320212				REGULATOR FE171000	FAILED RUDDER CABLE		11/15/97 CA971219018
(CAN) DURING RUDDER CHECK, A BUMP DURING TRAVEL WAS FELT ON PEDALS APPROXIMATELY HALF OF FULL DEFLECTION ON PILOTS AND CO-PILOTS POSITIONS. RUDDER CABLE TENSION REGULATOR REPLACED.									
2740		AIRBUS A320211				CHAIN D2747001200000	SEIZED HORZ STAB TRIM	20530	1/27/98 CA980305012
(CAN) TRIMMABLE HORIZONTAL STABILIZER CABLE ASSY CHAIN AT ACTUATOR FOUND WITH SEVERAL LINKS KINKED. CABLE CHAIN REPLACED. AIRCRAFT TT: 20,340 HOURS.									
3230		AIRBUS A320212				SENSOR 664700500A4G	OUT OF ADJUST GEAR		3/8/98 CA980318049
(CAN) LGCIU 1 AND 2 FAULT INDICATION UPON SELECTING LANDING GEAR UP. GRAVITY EXTENSION CARRIED OUT SUCCESSFULLY. MAINTENANCE ACTION INVOLVED ADJUSTING PROXIMITY SENSOR 35GA AND REPLACING LGCIU NR 1.									

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3231		AIRBUS A320211				DOOR D52880165001	OUT OF RIGGING RT MLG		3/9/98 CA980317031
(CAN) LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF. FOUND RT MAIN LANDING GEAR DOOR OUT OF RIG. MAIN LANDING GEAR DOOR RIGGED.									
5730		AIRBUS A320211				PANEL	MISSING LT WING		11/29/97 CA971219033
(CAN) ON INSPECTION, A 4 INCH BY 4 INCH PANEL WAS FOUND MISSING AT LEFT WING LOWER SURFACE AT INBOARD SLAT. NEW PANEL INSTALLED.									
5753		AIRBUS A320211				BEARING LINER D757007420600	MIGRATED NR 3 FLAP BRNG	19564	1/27/98 CA980305010
(CAN) NR 3 FLAP SUPPORT BEARING (JOINT) LINER MIGRATING. BEARING LINER MIGRATED COMPLETELY OUT OF HOUSING. BEARING REPLACED.									
2510		BAG BAE146200A	LYC ALF502R5		HC251H0078	BRACKET HC251H0177000	CRACKED O/H ELECT PANEL	30524	3/24/98 CA980325046
(CAN) ON REMOVAL OF COCKPIT OVERHEAD PANEL TO FACILITATE STRUCTURAL REPAIR, BOTH THE LEFT AND RIGHT AFT SUPPORT MOUNTING BRACKETS FOR THE OVERHEAD ELECTRICAL PANEL WERE FOUND CRACKED. IPC 25-10-71-01, FIG.1, ITEMS 55 AND 60.									
2822		BAG BAE146200A	LYC ALF502R5		HAMSTD	DRIVE SHAFT	DISCONNECTED FUEL PUMP	14968	11/15/97 CA971219039
(CAN) ON TAKEOFF ROLL, THE NR 3 ENGINE SHUT DOWN. TAKEOFF REJECTED, AIRCRAFT RETURNED TO GATE. CONFIRMED THAT THERE WAS NO FUEL SUPPLY. FUEL CONTROL REMOVED, FUEL PUMP DRIVE SHAFT APPEARED TO BE DISCONNECTED FROM PUMP DRIVE GEARS. PART TC: 14,146.									
5330		BAG BAE146200A	LYC ALF502R5			SKIN HC537H12100	WRINKLED FRAME 12 & 14	30524	3/24/98 CA980325047
(CAN) SEVERAL AREAS OF WRINKLES OR OIL CANNING WERE FOUND. THE FUSELAGE ROOF CANOPY SKIN BETWEEN FRAMES 12 AND 14. NO HEAVY LANDINGS REPORTED. NO OTHER ADDITIONAL DAMAGE FOUND. ROOF CANOPY SKIN REPLACED. PART TC: 38,948. AIRCRAFT TT: 29,849 HOURS.									
7324		BEECH A100	PWA PT6A28			FLOW DIVIDER 3019906	LEAKING FUEL NR 1 ENGINE		11/19/97 CA971216052
(CAN) AFTER TAKEOFF, PILOT NOTED FUMES IN THE COCKPIT AND SMOKE FROM INBOARD EXHAUST STACK ON NR 1 ENGINE. AFTER FLIGHT, MAINTENANCE SPOOLED THE ENGINE AND FOUND FUEL LEAKING FROM THE FLOW DIVIDER. IT IS THOUGHT WHEN THE ELBOW FITTINGS WERE TRANSFERRED TO THE NEW FLOW DIVIDER THE "O" RINGS AND BACK-UP SEALS WERE NOT SEATED PROPERLY ON THE RECESSES OF THE ELBOW FITTINGS AND THE GROOVES IN THE FLOW DIVIDER. NEW "O" RINGS AND BACK-UP SEALS INSTALLED AND LEAK CHECK CARRIED OUT SERVICEABLE. SEAL P/N'S MS9194-04; MS9058-04; DUMP VALVE P/N 3014223.									
7500		BEECH A100	PWA PT6A28			DISTRIBUTION BOX	PIN HOLE BLEED AIR		11/25/97 CA971216058
(CAN) AIRCRAFT RETURNED TO POINT OF ORIGIN WHEN A BLEED AIR WARNING INDICATION WAS RECEIVED. INSPECTION FOUND A PIN HOLE IN THE BELLY OF THE DISTRIBUTION BOX.									
2121		BEECH 99			DYNAMIC 115384007	BLOWER 115384007	FAILED VENT BLOWER		11/25/97 CA971216057
(CAN) IN CRUISE, THE VENT BLOWER STOPPED WORKING. INSPECTION FOUND POWER TO THE UNIT, BUT INTERNAL DEFECT APPARENT.									
2913		BOEING 727100	PWA JT8D7B		ABEX 6507506	PUMP 6507406	FAILED NR 2 ENG HYD		2/3/98 CA980317046
(CAN) AT TOP OF DESCENT, AIRCRAFT BEGAN TO LOSE A-SYSTEM HYDRAULIC FLUID, A-SYSTEM PRESS FLUCTUATING BETWEEN 3,000 AND 2,500 PSI. AIRCRAFT STOPPED ON RUNWAY AND TOWED TO RAMP. FOUND HEAVY LEAK AT NR 2 ENG HYDRAULIC PUMP AND NR 1 CASE DRAIN HAD CARBON RUBBER CONTAMINANTS. BOTH PUMPS AND CASE DRAIN FILTER REPLACED. SYSTEM SERVICED AND LEAK CHECK CARRIED OUT, A/C SERVICEABLE.									

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## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2131		BOEING 7272J4	PWA JT8D17			CONTROLLER	INTERMITTENT NR 2 PACK		2/16/98 CA980225019
(CAN) UNABLE TO PRESSURIZE USING LEFT PACK ONLY. REPLACED NR 2 PACK COOLING FAN AND DOOR ACTUATOR AND PRESSURIZATION CONTROLLER.									
2612		BOEING 727233	PWA JT8D15			FIRE LOOP	INTERMITTANT NR 1 ENG		3/17/98 CA971216069
(CAN) ON DEPARTURE AT FL 200, CREW OBSERVED FIRE WARNING. NR 1 ENG SHUT DOWN AND A/C RETURNED. UNABLE TO DETECT FAULT. TWO FIRE LOOPS AND CONTROL UNIT RELACED.									
2910		BOEING 727233	PWA JT8D15		VICKERS AS19570B	PUMP	LEAKING B HYD SYS		11/17/97 CA971216068
(CAN) LOW PRESSURE INDICATION ON "B" HYDRAULIC SYSTEM. SYSTEM ISOLATED. AIRCRAFT LANDED. "O" RING, "B" PUMP PRESSURE ADAPTER REPLACED.									
2133		BOEING 7372T7	PWA JT8D17		HAMSTD 7110033	VALVE 7110033	DIRTY OUT FLOW	35906	3/16/98 CA980317039
(CAN) AT TAKEOFF, PRESSURIZATION SYSTEM AUTO FAIL LIGHT CAME ON. THROUGH 5,000 FEET, RESET SYSTEM AND OPERATED NORMALLY FOR REST OF FLIGHT. OUTFLOW VALVE REPLACED.									
2730		BOEING 7372H4	PWA JT8D9A		654476182	PCU 654476182	LEAKING ELEVATOR		12/5/97 CA971219016
(CAN) EN ROUTE - HYDRAULIC RESERVOIR DEPLETED TO 1.6 GALLONS. HYDRAULICS HAD BEEN REPLINSHED PRIOR TO TAKEOFF TO 4.5 GALLONS. AIRCRAFT RETURNED TO BLOCKS. ELEVATOR PCU LEAKING. REPLACED.									
2750		BOEING 737275	PWA JT8D9A		65502535	WASHER MS172272	WORN TABS	2592	3/13/98 CA980317035
(CAN) AIRCRAFT RETURNED DUE FLAPS WOULD NOT LOWER PAST 10 UNITS ON APPROACH. RETAINING WASHERS BACKED OFF OF DRIVE SHAFT. TR REPLACED.									
2910		BOEING 737275	PWA JT8D17A		6544510192	LINES 6544510192	LEAKING LT MLG		3/9/98 CA980317034
(CAN) A/C RETURNED DUE LT MLG WOULD NOT RETRACT. HEAVY HYD FLUID LOSS ON RETURN. REPLACED HYD LINES, LEAK CHECK. A/C RETURNED TO SERVICE.									
3220		BOEING 7372T2	PWA JT8D17		654620042	SEALS	WORN NLG	66554 17842	2/9/98 CA980317029
(CAN) AFTER TAKEOFF, NLG WOULD NOT RETRACT. A/C RETURNED TO BLOCKS. NLG FLAT. SERVICED. NLG SEALS REPLACED ON OVERNIGHT. PART TC: 14,169.									
3411		BOEING 737275	PWA JT8D9A			PITOT HEAD	FAILED LT ELEV		3/24/98 CA980325013
(CAN) AIRCRAFT RETURNED TO BLOCKS DUE LT ELEVATOR PITOT PROBE HEAT INOP, REPLACED.									
3413		BOEING 737275			TELEDYNE 457400WA0811	IVSI 457400WA0811	FAILED COCKPIT		2/9/98 CA980317025
(CAN) AIRCRAFT RETUREND TO GATE DUE TO CAPTAIN'S IVSI FAILURE ON CLIMB OUT. REPLACED.									
3417		BOEING 737275	PWA JT8D17		HG480B20	AIR DATA COMPUTE HG480B20	FAILED COCKPIT		2/9/98 CA980317026
(CAN) AIRCRAFT RETURNED TO BLOCKS DUE TO CAPT'S ALTIMETER FLAG, MACK TRIM FAIL FLAG. C.A.D.C REPLACED.									
7931		BOEING 7372L9	PWA JT8D17		65544761	SWITCH 65544761	FAILED NR 2 ENG OIL		3/9/98 CA980317033
(CAN) NR 2 ENGINE OIL FILTER LIGHT CAME ON. POWER REDUCED, BUT SETTING TOO LOW TO CONTINUE. RETURNED TO GATE. REPLACED OIL PRESS DIFFERENTIAL SWITCH.									

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## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2430		BOEING 7474F6				GENERATOR	WIRING NR 4		3/23/98 CA980325010
(CAN) HISTORY OF NR 4 GEN AND BUS NR 4 FAULT PROBLEMS. MANY UNITS CHANGED, NO FIX, HIGH RESISTANCE BETWEEN NR 4 GCU AND CURRENT LIMITER, ONGOING.									
3242		BOEING 75723A				STATOR AHM9100	DELAMINATED BRAKES		2/10/98 CA980225015
(CAN) TWO STATORS FOUND DELAMINATED AND BROKEN. BRAKE REPLACED.									
7532		BOEING 75728A	RROYCE RB211535E4			VALVE 1074604	LEAKING LT ENGINE		11/17/97 CA971219019
(CAN) DURING CLIMB OUT EICAS MESSAGE "L ENGINE HI STAGE" WITH ASSOCIATED OVERHEAD LIGHT. PILOT VALVE REPLACED.									
2150		BOEING 767375			ALLIED 6806404	ACM 6806404	SEIZED LT PACK	35304	3/24/98 CA980325012
(CAN) A/C RETURNED TO GATE DUE LT PACK TEMP EICAS MESSAGE AND LT PACK INOP LIGHT ON. LT ACM REPLACED.									
2421		BOEING 767375			SUNDSTRAND 739515C	IDG 739515C	FAILED		2/9/98 CA980317028
(CAN) ABORTED TAKEOFF DUE EICAS MESSAGE. RT GENERATOR DRIVE FOLLOWED BY RR GEN AND LT AND RT UTIL BUSES. RT GENERATOR DRIVE MESSAGE DISSAPPEARED DURING TAXI IN. SERVICED IDG WITH 3 QUARTS OIL. A/C OPERATED MEL WITH RT IDG DISCONNECTED. IDG REPLACED.									
5280		BOEING 767233				BOLT	BROKEN LT MLG DOOR		2/8/98 CA980220013
(CAN) ON WALKAROUND, FOUND LT MLG FIXED DOOR AND TRUNNION DOOR DAMAGED; ALSO, LARGE PANEL AFT OF GEAR 8 INCH BY 6 FEET DAMAGED PLUS SMALL PANEL INBOARD OF LARGE PANEL FORWARD MID-ATTACHMENT BOLT ON FIXED DOOR BROKEN CAUSING DAMAGE. BOLT REPLACED AND DOOR REPAIRED. AIRCRAFT TT: 40,372 HOURS.									
2916		BRAERO HS7482B			1Q2398	RESEVOIR 1Q2398	CRACKED HYD SYS	8592	2/24/98 CA980325041
(CAN) HYDRAULIC RESERVOIR CRACKED AT FOOT WELD AREA. REPLACED. PART TC: 11,438.									
3418		BRAERO BAE125800A				SWITCH 9002EN3	SHORTED CASE INTERNAL		2/2/96 CA960214009
(CAN) SIGNAL SUMMING UNIT (SSU) FAIL LIGHT COMES ON INDICATING A FAULT IN THE STALL PROTECTION SYSTEM. SUBMITTER STATES THEY HAVE REPLACED THREE UNITS WITHIN THE LAST 200 HOURS.									
2130		CESSNA 441				VALVE 07E421	FAILED FLOW LIMIT		10/10/97 CA971219002
(CAN) INTERNAL WIRING OF SOLENOID ON FLOW LIMITING VALVE FAILED, CAUSING VALVE TO REMAIN IN MAX FLOW POSITION.									
3246		CESSNA 441			CLEVELAND 40169	WHEEL HALF 16294	CRACKED BOLT HOLE		3/26/98 CA971219006
(CAN) OUTBOARD WHEEL HALF CRACKED FROM BASE OF THE BOLT HOLE COUNTER BORE TO INSIDE OF WHEEL HALF ABOVE THE AIR SEAL. CRACK ALLOWED TUBELESS TIRE TO SLOWLY DEFLATE, ONLY WITH WEIGHT OF AIRCRAFT ON WHEELS.									
7322		CESSNA 441	GARRTT TPE33110			FCU 89711019	MALFUNCTION ENGINE		10/21/97 502 CA971219007
(CAN) DURING START, ENGINE INTERMITTENTLY SLOW TO ACCELERATE 40 PERCENT TO 60 PERCENT. OK ABOVE 60 PERCENT. CONDITION GOT WORSE. FCU REPLACED. PART TC: 661.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320		CESSNA 550	PWA JT15D4			GUSSET 551117219	MIS MFG FUSELAGE	2233	9/25/97 CA980930009
(CAN) GUSSET FOUND WITH LESS THAN MIN EDGE DISTANCE AND TOP 3 RIVETS HAD BEEN GROUND AWAY. REPLACED RIVETS AND GUSSET. REFER TO SB550-53-26.									
2750		CNDAIR CL6002B19				ELECT CNTRL UNIT	FAILED FLAP	4521	11/10/97 CA971219034
(CAN) AIRCRAFT ARRIVED WITH FLAP FAILED ON ENGINE INDICATING AND CREW ALERT SYSTEM. QUICK REFERENCE HANDBOOK DRILL CARRIED OUT, SHOWED YELLOW BOXES AROUND FLAPS ON FLIGHT CONTROL PAGE. FLAP ECU RESET AND INTERROGATED, NO FAULT FOUND. PART TC: 3,892.									
3244		CNDAIR CL6002B19			32100021	TIRE	BLEW NR 4 MAIN	3589	11/25/97 CA971219036
(CAN) DURING TAXI, THE NR 4 MAIN TIRE BLEW. NR 3 AND NR 4 MAIN WHEEL ASSEMBLY AND ANTI-SKID TRANSDUCER REPLACED. PART TC: 3,194.									
4900		CNDAIR CL6002B19	GE CF343A1			APU	LEAKING BLEED SYS	3316	11/18/97 CA971219035
(CAN) LAVATORY SMOKE CAUTION MESSAGE AND MIST IN THE CABIN. AUXILIARY POWER UNIT (APU) SUSPECTED OF ALLOWING OIL INTO THE BLEED AIR SYSTEM. NO FAULTS FOUND.									
7810		CVAC 340CVAC				CLAMP A2186AB1892	FAILED LT ENGINE		12/11/97 CA971219027
(CAN) DURING CLIMB, LEFT ENGINE SHUT-DOWN AND FIRE BOTTLES DISCHARGED DUE TO ZONE 1 FIRE WARNING. ON SUBSEQUENT INSPECTION, IT WAS FOUND THAT A BROKEN BOLT ON THE TAILPIPE CLAMP ALLOWED THE CLAMP TO RELEASE. DEFECTIVE CLAMP WAS REPLACED ALONG WITH THE FIRE BOTTLES.									
5343		DHAV DHC2MK1				TUBING	CORRODED GEAR ATTACH	22603	1/19/98 CA980325004
(CAN) FORWARD LEFT HAND LANDING GEAR ATTACH POINT FOUND CORRODED OUT BEHIND THE FLOAT FITTING. TUBE AND FITTING ATTACHING POINT HAD LITTLE OR NO METAL LEFT. SB 2/49 WAS COMPLIED WITH BUT THIS AREA IS NOT INSPECTED IN THE SB. AIRCRAFT TT: 21,704 HOURS.									
5343		DHAV DHC2MK1				TUBING	CORRODED LT MLG	25282	2/10/98 CA980325005
(CAN) FORWARD LEFT HAND LANDING GEAR ATTACH POINT WAS FOUND CORRODED OUT BEHIND THE FLOAT FITTING TUBE AND ATTACH FITTING HAD LITTLE OR NO METAL LEFT. SB 2/49 WAS COMPLIED WITH AND 'BIRD CAGE' WAS REPAIRED IN OTHER AREAS. THIS AREA NOT CALLED UP IN SB. THIS IS SECOND FINDING. AIRCRAFT TT: 24,651 HOURS.									
7230		DHAV DHC6200	PWA PT6A20	HARTZL HCB3TN3		BLADE 3010603	CORRODED COMPRESSOR		12/5/97 CA971216067
(CAN) DURING FLIGHT, THE PILOT NOTICED A DROP IN TORQUE, APPROXIMATELY 15 POUNDS, WITH A CORRESPONDING RISE IN T5 OF 20 DEGREES AND A REDUCTION IN FUEL FLOW OF 220 POUNDS. UPON LANDING, THE ENGINE WAS REMOVED AND INSPECTION FOUND SEVERE COMPRESSOR DAMAGE.									
2760		DHAV DHC8102				TUBE 82940010103	HOLE SPOILER	29097	11/29/97 CA971219042
(CAN) PIN HOLE IN NR 2 HYDRAULIC SYSTEM SPOILER LINE. IPC 29-00-00-20-50. PART TC: 33,653.									
2760		DHAV DHC8102	PWA PW120A		SUNDSTRANDEM 734382D	WIRE 1056	CHAFED LT WING SPOILER		12/5/97 CA971219029
(CAN) POWERED FLIGHT CONTROL SHUT OFF SPLR2 'PUSH OFF' LIGHT CAME ON INTERMITTENTLY, NO CONTROL PROBLEMS EXPERIENCED. THE ADEL CLAMP SECURING WIRES TO THE LEFT WING SPOILER JAM SWITCHES WAS POSITIONED TO CAUSE THE LOWER SWITCH (S5) WIRES TO RUB AGAINST THE FLAP PRIMARY DRIVE TUBE. THE POWER WIRE BETWEEN THE MATRIX CONNECTOR (E3) TO THE LEFT WING SPOILER JAM SWS (S5) WAS CHAFED AND GROUNDING ON THE FLAP DRIVE TUBE, THEREFORE, CAUSING AN INTERMITTENT SPOILER PUSH-OFF LIGHT. THE GROUND RETURN WAS ALSO CHAFED. THERE WAS ALSO A GOUGE IN THE FLAP DRIVE TUBE AROUND THE ENTIRE CIRCUMFERENCE.									



## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2760		DHAV DHC8102	PWA PW120A			PRESS TUBE 82940010107	LEAKING ROLL SPOILER		2/10/98 CA980317007
(CAN) DURING WALK-AROUND, NR 1 SYSTEM HYDRAULIC QUANTITY LOW. HYDRAULIC FLUID LEAKING FROM WING ROOT AREA. ROLL SPOILER PRESSURE LINE LEAKING.									
2910		DHAV DHC8102	PWA PW120A			HYDRAULIC TUBE 829700185	CHAFED FIREWALL	23562	2/27/98 CA980317011
(CAN) RIGHT HAND ENGINE HYDRAULIC PUMP PRESSURE LINE FOUND CHAFED WHERE IT PASSES THROUGH THE NACELLE HORIZ. FIREWALL. THE BULKHEAD 45 DEGREE FITTING RETAINING NUT WAS LOOSE ALLOWING FITTING TO MOVE IN BRACKET. BRACKET FOUND CRACKED AT BOTTOM OF FINGERS. LOOSE BULKHEAD FITTING AND DAMAGED BRACKET ALLOWED TUBE TO WEAR ON FIREWALL. SB 8-29-17 AND SB 8-29-19 ARE RELEVANT. PART TC: 32,973.									
3234		DHAV DHC8311	PWA PW123			GEAR SELECT 574205	LEAKING NR 2 HYD	15133	2/7/98 CA980317006
(CAN) AFTER LANDING, LOST NR 2 HYDRAULIC FLUID. LANDING GEAR SELECTOR VALVE FOUND LEAKING. PART TC: 15,133.									
3242		DHAV DHC8102			BFGOODRICH 214664	PISTON HOUSING 2661942	CRACKED BRAKE	22987	12/3/97 CA971219041
(CAN) DURING INSPECTION OF BRAKE ASSEMBLY, A .25 INCH CRACK WAS FOUND IN ONE OF THE CYLINDERS OF THE PISTON HOUSING. PART TC: 26,351.									
3320		DHAV DHC8311	PWA PW123			LAMP HOLDER BV033000220	MELTED CABIN		1/4/98 CA980317002
(CAN) CABIN FLUORESCENT LIGHTING FOUND NOT WORKING ON ROW 4. FORWARD TUBE SOCKET FOUND MELTED.									
5415		DHAV DHC8102	PWA PW120A			RIVETS	SHEARED RT NAC BRACKET	18462	1/7/98 CA980317004
(CAN) RIGHT HAND NACELLE SURGE DAMPER ATTACH BRACKET RIVETS SHEARED. AIRCRAFT TT: 18,688 HOURS.									
6114		DHAV DHC8102	PWA PW120A	HAMSTD 14SF7	HAMSTD 7820004	BEARING RACE 7823011	CRACKED PROP NR 2 BORE	18392 10462	11/18/97 CA971216074
(CAN) DURING DISASSEMBLY OF THE PROPELLER TO SHIP TO THE VENDOR FOR A MAJOR INSPECTION, THE NR 2 BORE BEARING RACE WAS FOUND CRACKED. PART TC: 22,383.									
2565		DOUG DC1030				SLIDE 5WD26010040	TORN LOWER GIRT		3/12/98 CA980317036
(CAN) SLIDE DEPLOYED AS PART OF SAMPLING PROGRAM. DEPLOYMENT NORMAL UNTIL TIE BACK SEPARATION. PRESSURE LOST IN LOWER TUBE DUE TO 14 INCH TEAR AT RT EDGE OF LOWER GIRT ASSY.									
3230		DOUG DC1030				ROD ACG7083503	DAMAGED NOSE LDG		2/9/98 CA980317027
(CAN) A/C RETURNED TO BLOCKS, UNABLE TO RETRACT NOSE LANDING GEAR. FOUND GROUND SHIFT ROD END DAMAGED. REPLACED GROUND SHIFT ROD AND SHIFT BRACKET. RETRACTION TESTS CARRIED OUT. CHECKED SERVICEABLE.									
5244		DOUG DC1030				SWITCH H2024B	INTERMITTENT ASSORY DOOR		3/13/98 CA980317038
(CAN) UNABLE TO PRESSURIZE A/C AFTER TAKEOFF WITH OUTFLOW VALVE CLOSED. ON RETURN TO DEPARTURE DOCK, FOUND CENTER ACCESSORY DOOR OPEN. DOOR SWITCH WAS INTERMITTENT AND GAVE NO WARNING INDICATION. SWITCH REPLACED.									
7120		DOUG DC1030				NUT LH121005T12	LOOSE LT RT MOUNTS	1979	2/6/98 CA980317024
(CAN) DURING INSPECTION, FOUND FORWARD MOUNT BOLTS WITH BROKEN LOCKWIRE. LOW TORQUE VALUES WERE CONFIRMED. REPLACED RT AND LT MOUNT BOLTS AND NUTS. PART TT: 65,430 HOURS.									

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2160		DOUG DC932	PWA JT8D7A			CONTROL VALVE 97852011	INOPERATIVE LEFT PACK TEMP	71159	2/19/98 CA980305013
(CAN) AIRCRAFT RETURNED DUE TO PRESSURIZATION FAULT. CABIN CONTINUED TO CLIMB PAST 11,000 FEET, OXYGEN MASKS DEPLOYED. LEFT PACK WATER SEPARATOR TEMPERATURE CONTROL VALVE FOUND INOPERATIVE WHEN PACK IN OPERATION. VALVE REPLACED AND CHECKED SERVICEABLE.									
3230		FOKKER F28MK1000			ROTOL 200429005	ROD DRG156869	REQ ADJUSTMENT NLG DWNLOCK		2/7/98 CA980225003
(CAN) AFTER TAKEOFF, THE NOSE GEAR WOULD NOT RETRACT, AIRCRAFT RETURNED. NLG DOWNLOCK ACTUATING ROD WAS SLIGHTLY OUT OF ADJUSTMENT, WOULD NOT RETRACT WITH AIR LOADS AGAINST IT. ADJUSTED PER THE MM.									
2740		FRCHLD SA227CC				TRUNNION BOLT 2743052003	LOOSE MAIN PIVOT	7766	3/19/98 CA980325038
(CAN) PILOT COMPLAINED OF VIBRATIONS IN THE TAIL WHEN PITCH TRIMMING AT HIGHER SPEEDS. INSPECTION FOUND THAT THE STABILIZER HAD MORE THAN ACCEPTABLE PLAY. THE MAIN PIVOT INNER AND OUTER BOLTS WERE FOUND FAR BELOW THE SPECIFIED TORQUE AS OUTLINED IN THE FAIRCHILD MM. PART TC: 9,934.									
7603		GULSTM 690A	GARRTT TPE3315			CONTROLS	FROZEN POWER LEVER		12/4/97 CA971219005
(CAN) DURING CLIMB ABOVE 12,000 FEET, PROP CONDITION AND POWER LEVERS BECAME DIFFICULT TO OPERATE. SUSPECTED MOISTURE IN TELEFLEX CABLES. UPON DESCENT, BOTH SETS OF CONTROLS BECAME FREE.									
7250		GULSTM G159	RROYCE DART5298X			TURBINE DISK RK45569	FAILED HP TURBINE	16613	11/14/97 CA971219025
*****	(CAN) DURING INSPECTION, WITH THE TURBINE EXPOSED, IT WAS FOUND THE HP TURBINE DISK HAD FAILED CAUSING SEVERE INTERNAL DAMAGE AND RESULTED IN PENETRATION OF THE TURBINE CASE. ENGINE WILL BE SHIPPED TO ROLLS FOR ASSESSMENT OF DAMAGE AND REPAIR. PART TC: 16,312.								
7603		LEAR 24B	GE CJ6106			THROTTLE CABLE 66001511	STIFF LT ENGINE		1/28/98 CA980303003
(CAN) LEFT ENGINE POWER LEVER WAS DIFFICULT TO MOVE WHILE IN CRUISE.									
2440		LEAR 60LEAR				CONTROL PANEL	OVERHEATED PWR RELAY NR 5	511	2/20/98 CA980305006
(CAN) GROUND POWER RELAY STUD NR 5 OVERHEATED CAUSING DAMAGE TO WIRES COMMON TO STUD AND LOSS OF POWER FROM GROUND POWER UNIT. DAMAGE CAUSED BY NUT COMING LOOSE ON RELAY K7 STUD. PART TC: 322.									
3610		LKHEED 10113851	RROYCE RB21122B02			DUCT LJ28020	DETACHED NR 2 ENG NAC		3/7/98 CA980325042
(CAN) DURING CRUISE, NR 2 ENG NACELLE PYLON OVERHEAT LIGHTS CAME ON BOTH A AND B CHANNELS. PLUS CAWP AND THRUST REVERSE LIGHT ON. ENG USED UNDER REDUCED POWER. AFT DUCTING CONNECTING TO PRESSURE REGULATING AND SHUT OFF FOUND COMPLETELY DETACHED. RECONNECTED, SERVICEABLE.									
5280		LKHEED 1011385114				DOORS 1530924187	CRACKED MLG		3/10/98 CA980318054
(CAN) DURING WALK AROUND, A 5 INCH CRACK WAS FOUND IN THE AFT LOWER CORNER OF ONE OF THE MAIN GEAR FIXED DOORS, THE OTHER DOOR ALSO CRACKED. BOTH REPAIRED PER SB093/SK52-208. ACFT TT: 46,948 HOURS.									
3411		PILATS PC12				FITTING 9460117191	DISCONNECTED AFT CABIN	2310	12/5/97 CA971219048
(CAN) IN CRUISE AT 27,000 FEET, THE ASI WENT TO ZERO, THE VSI TO 4,000 FEET PER MINUTE, DESCENT AND THE ALTIMETER WENT TO 8,000 FEET. EMERG PROCEDURE CARRIED OUT-DEPRESSURIZE AND DESCENDED. ALL INSTRUMENTS THEN RETURNED TO NORMAL. MAINTENANCE FOUND THE STATIC LINE HAD COME UNCONNECTED AT THE AFT CABIN PRESSURE BULKHEAD. MANUFACTURER NOTIFIED AS POH DOES NOT ADEQUATELY ADDRESS THIS PROBLEM. PART TC: 1,827.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2435		PIPER PA31350				STARTER MHB4016	FAILED NR 1 ENGINE	11/19/97 66	CA971216070
(CAN) NO RESPONSE FROM NR 1 ENGINE STARTER DURING START SEQUENCE. MAINTENANCE DETERMINED STARTER UNSERVICEABLE. NEW STARTER WILL BE INSTALLED. PART TC: 100.									
6113		PIPER PA31		HARTZL HCE3YR2		BULKHEAD	CRACKED SPINNER	12/2/97 688	CA971219028
(CAN) PROPELLER RECEIVED FOR CORROSION INSPECTION. PROPELLER SPINNER BULKHEAD FOUND CRACKED AT THE MOUNTING HOLES.									
2435		SWRNGN SA226AT	GARRTT TPE33110UA		LEARSIEGLER 23069015	BEARINGS	DAMAGED LT GEN	12/2/97 551	CA971219031
(CAN) IN CRUISE, THE LEFT GENERATOR STOPPED CHARGING. BEARINGS WERE FOUND BADLY DAMAGED.									
3260		SWRNGN SA226TC				SWITCH 1EN516	STICKING NLG	11/12/97 CA971219011	
(CAN) ON APPROACH, THE NOSE GEAR DOWN INDICATION FAILED. AS PRECAUTION, THE EMERGENCY VEHICLES PLACED ON STANDBY. LANDING OK. AFTER SEVERAL GEAR CYCLES DOWN SWITCHES FROZE, AND THE RIGHT HAND SWITCH FAILED. AIRCRAFT HAD SAME PROBLEM ON THE PREVIOUS DAY WITH NIL FOUND.									
(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)									



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## **SERVICE DIFFICULTY REPORT SUMMARY**

### **AIR CARRIER - INDEX**



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

**AIR CARRIER SUMMARY INDEX BY OPERATOR****4/5/98 To 4/11/98    ISSUE: 98-15    ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	CA	0	31	18	1	11	2	15	0	78
	EU 01	0	0	0	0	1	0	0	0	1
	SO 13	0	0	1	0	0	0	0	0	1
	WP 29	0	1	0	0	0	0	0	0	1
A3L3	WP 19	0	0	1	0	0	0	0	0	1
A6WA	GL 31	0	1	1	0	18	0	1	0	21
AALA	SW 07	0	14	13	1	9	0	3	0	40
ABXA	GL 23	0	1	2	0	42	0	0	0	45
AMTA	GL 11	0	0	10	1	0	0	1	0	12
ARWA	SO 19	0	0	2	0	0	0	0	0	2
ASAA	NM 01	0	0	1	0	1	0	0	0	2
ASOA	SO 11	0	1	0	0	6	0	0	0	7
C2XA	SW 09	0	4	6	0	2	0	3	0	15
C8GA	SO 15	0	1	0	0	0	0	0	0	1
CALA	SW 09	0	2	1	0	32	0	0	0	35
CKSA	GL 23	0	0	1	0	51	0	0	0	52
COMA	SO 01	0	1	8	0	0	0	0	0	9
DALA	SO 27	0	7	16	1	23	0	2	0	49
DHLA	SO 01	0	2	0	0	59	0	9	0	70
DM4R	SO 19	0	0	1	0	0	0	0	0	1
DXTR	GL 07	0	0	1	0	0	0	0	0	1
DYVA	NM 07	0	0	0	0	0	0	1	0	1
E9WA	SO 05	0	0	1	0	0	0	0	0	1
EB1R	EA 13	0	1	0	0	0	0	0	0	1
EF2R	SW 05	0	0	0	0	6	0	0	0	6
ENHA	AL 03	0	0	0	0	0	0	1	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
EQGA	SW 19	0	1	0	0	0	0	0	0	1
F3LA	NM 03	0	1	2	0	0	0	0	0	3
FDEA	SO 25	0	2	7	0	17	0	2	0	28
GNXA	SW 01	0	0	1	0	0	0	0	0	1
HEEA	SW 03	0	2	4	0	0	0	0	0	6
IPXA	SO 01	0	0	0	0	0	0	1	0	1
IU6R	NM 01	0	2	8	0	0	0	0	0	10
IXXA	GL 23	0	1	1	0	0	0	0	0	2
JBXA	SO 05	0	1	0	0	0	0	0	0	1
JGVA	CE 09	0	0	1	0	0	0	0	0	1
JGVR	CE 09	0	2	2	0	0	0	0	0	4
JJBA	EA 01	0	0	1	0	0	0	0	0	1
K3HA	EA 25	0	1	6	0	0	0	0	0	7
MALA	GL 15	0	1	3	0	0	0	1	0	5
MASA	SW 07	0	0	2	0	2	0	0	0	4
MOGA	GL 25	0	0	2	0	0	0	2	1	5
MWEA	GL 31	0	3	0	0	0	0	1	0	4
MZZA	WP 13	0	0	0	0	1	0	0	0	1
NWAA	GL 01	0	11	28	0	24	0	8	0	71
OEZA	WP 19	0	0	1	0	0	0	0	0	1
ORJA	WP 11	0	0	0	0	0	0	2	0	2
OTJA	SW 17	0	0	0	0	0	0	0	1	1
P5CA	WP 23	0	1	1	0	2	0	1	0	5
P9RA	SW 09	0	1	0	0	0	0	0	0	1
PIDA	SO 05	0	0	2	0	0	0	0	0	2
PLGA	NE 05	0	0	0	0	0	0	1	0	1
PNSA	AL 03	0	1	2	0	1	0	0	1	5

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
QU2R	EA 17	0	0	0	0	1	0	0	0	1
QXEA	NM 09	0	1	12	0	14	0	0	0	27
RAAA	AL 03	0	0	6	0	0	0	0	0	6
RAIA	CE 03	0	0	1	0	0	2	5	0	8
REXA	SO 25	0	0	3	0	0	0	3	0	6
RRXA	WP 15	0	2	0	0	0	0	0	0	2
SABA	SO 33	0	1	0	0	0	0	1	0	2
SCNA	GL 15	0	1	0	0	1	0	0	0	2
SIMA	SW 21	0	0	5	0	5	0	2	0	12
SWAA	SW 07	0	0	0	0	4	0	0	0	4
SWIA	NM 07	0	0	5	0	1	0	1	0	7
TSAA	WP 13	0	0	1	0	9	0	1	0	11
TWAA	CE 05	0	2	5	0	39	0	0	0	46
TWRA	EA 15	0	2	2	0	0	0	0	0	4
UALA	WP 29	0	59	33	3	13	0	19	0	127
UIEA	EA 15	0	1	0	0	0	0	0	0	1
USAA	EA 19	0	1	8	0	3	0	0	0	12
VJ6A	SO 11	0	0	1	0	0	0	0	0	1
VNAA	GL 07	0	2	0	0	0	0	0	0	2
VTZA	EA 27	0	7	2	0	1	0	7	0	17
WRNA	SO 05	0	3	1	0	0	0	0	0	4
WTAA	WP 17	0	1	2	0	0	0	2	0	5
WVER	EA 09	0	0	0	0	2	0	0	0	2
WWMA	WP 15	0	2	5	0	0	0	0	0	7
ZZDA	SO 11	0	4	0	0	48	0	0	0	52
<b>TOTALS</b>		<b>0</b>	<b>187</b>	<b>250</b>	<b>7</b>	<b>449</b>	<b>4</b>	<b>96</b>	<b>3</b>	<b>996</b>

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

**AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL****4/5/98 To 4/11/98    ISSUE: 98-15    ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	0	0	0	0	0	4	0	4
AEROSP	ATR42300	0	0	3	0	5	0	0	0	8
AEROSP	ATR42500	0	1	0	0	0	0	0	0	1
AEROSP	ATR72202	0	0	1	0	0	0	1	0	2
AEROSP	ATR72212	0	0	2	0	6	0	2	0	10
AIRBUS	A300B4605R	0	0	1	1	5	0	1	0	8
AIRBUS	A310304	0	1	0	0	1	0	0	0	2
AIRBUS	A320211	0	2	1	0	2	0	0	0	5
AIRBUS	A320212	0	1	2	0	0	0	0	0	3
AIRBUS	A320231	0	1	0	0	0	0	0	0	1
AIRBUS	A320232	0	3	5	0	1	0	0	0	9
BAG	BAE146200A	0	2	0	0	1	0	0	0	3
BAG	BAE146300A	0	1	1	0	18	0	1	0	21
BAG	JETSTM3101	0	0	1	0	0	0	2	0	3
BAG	JETSTM3201	0	2	1	0	0	1	8	0	12
BEECH	1900D	0	1	1	0	1	0	1	0	4
BEECH	200BEECH	0	0	3	0	0	0	1	0	4
BEECH	200CBEECH	0	2	1	0	0	0	0	0	3
BEECH	99	0	1	0	0	0	0	0	0	1
BEECH	A100	0	0	0	0	0	0	2	0	2
BEECH	B300	0	0	1	0	0	0	0	0	1
BOEING	727100	0	1	0	0	0	0	0	0	1
BOEING	727212	0	0	0	0	1	0	0	0	1
BOEING	72722	0	0	0	0	1	0	0	0	1
BOEING	727222	0	11	12	2	3	0	4	0	32
BOEING	727223	0	6	5	0	5	0	2	0	18
BOEING	727224	0	1	0	0	0	0	0	0	1



AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	727225	0	1	10	0	6	0	0	0	17
BOEING	727227	0	3	5	0	20	0	0	0	28
BOEING	727228	0	2	0	0	59	0	9	0	70
BOEING	72722C	0	0	1	0	0	0	0	0	1
BOEING	727230	0	1	0	0	0	0	0	0	1
BOEING	727231	0	0	2	0	24	0	0	0	26
BOEING	727232	0	0	7	0	15	0	1	0	23
BOEING	727233	0	2	0	0	9	0	0	0	11
BOEING	727247	0	0	0	0	3	0	0	0	3
BOEING	72725	0	0	0	0	0	0	1	0	1
BOEING	727251	0	0	3	0	0	0	0	0	3
BOEING	72725C	0	0	1	0	0	0	0	0	1
BOEING	727264	0	0	1	0	0	0	0	0	1
BOEING	727277	0	0	0	0	0	0	1	0	1
BOEING	72727C	0	0	0	0	1	0	0	0	1
BOEING	727290	0	0	1	0	0	0	0	0	1
BOEING	7272B7	0	0	2	0	0	0	1	0	3
BOEING	7272J4	0	2	0	0	0	0	0	0	2
BOEING	7272S7	0	0	1	0	0	0	0	0	1
BOEING	737*	0	2	0	0	0	0	0	0	2
BOEING	737201	0	0	2	0	2	0	0	0	4
BOEING	737222	0	2	0	0	0	0	0	0	2
BOEING	737232	0	0	1	0	0	0	0	0	1
BOEING	737247	0	0	2	0	0	0	0	0	2
BOEING	737275	0	2	3	0	6	0	0	0	11
BOEING	737297	0	0	0	0	8	0	0	0	8
BOEING	7372H4	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	7372H5	0	0	1	0	0	0	0	0	1
BOEING	7372L9	0	0	1	0	0	0	1	0	2
BOEING	7372S3	0	0	0	0	0	0	1	0	1
BOEING	7372T2	0	0	1	0	0	0	0	0	1
BOEING	7372T4	0	0	1	0	1	0	0	0	2
BOEING	7372T7	0	1	0	0	0	0	0	0	1
BOEING	7372Y5	0	0	0	0	0	0	1	0	1
BOEING	737301	0	1	5	0	0	0	0	0	6
BOEING	737322	0	6	2	1	2	0	4	0	15
BOEING	73736Q	0	1	0	0	0	0	0	0	1
BOEING	7373A4	0	0	1	0	0	0	0	0	1
BOEING	7373H4	0	0	0	0	4	0	0	0	4
BOEING	7374Q8	0	0	1	0	1	0	0	0	2
BOEING	737522	0	3	0	0	0	0	1	0	4
BOEING	747121	0	0	2	0	0	0	0	0	2
BOEING	747122	0	0	3	0	0	0	1	0	4
BOEING	747123	0	1	0	0	0	0	0	0	1
BOEING	747124	0	0	2	0	0	0	0	0	2
BOEING	747131	0	1	0	0	0	0	0	0	1
BOEING	747132	0	1	0	0	2	0	0	0	3
BOEING	747146	0	0	0	0	50	0	0	0	50
BOEING	747151	0	0	0	0	0	0	1	0	1
BOEING	747212B	0	0	1	0	0	0	0	0	1
BOEING	747238B	0	1	1	0	0	0	1	0	3
BOEING	747251F	0	0	1	0	2	0	0	0	3
BOEING	747282B	0	0	1	0	0	0	0	0	1
BOEING	747283B	0	0	0	0	0	0	1	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	7472D7B	0	1	0	0	0	0	0	0	1
BOEING	747422	0	1	0	0	0	0	3	0	4
BOEING	747451	0	0	1	0	0	0	0	0	1
BOEING	7474F6	0	1	0	0	0	0	0	0	1
BOEING	757222	0	15	3	0	3	0	1	0	22
BOEING	757223	0	2	1	0	0	0	0	0	3
BOEING	757224	0	1	0	0	0	0	0	0	1
BOEING	757232	0	1	0	0	2	0	0	0	3
BOEING	75723A	0	0	1	0	0	0	0	0	1
BOEING	75723N	0	0	0	1	0	0	0	0	1
BOEING	757251	0	3	1	0	0	0	0	0	4
BOEING	75728A	0	0	0	0	1	0	1	0	2
BOEING	767222	0	4	1	0	0	0	0	0	5
BOEING	767223	0	2	1	0	0	0	0	0	3
BOEING	767231	0	0	0	0	13	0	0	0	13
BOEING	767232	0	0	0	0	1	0	0	0	1
BOEING	767233	0	0	0	0	1	0	0	0	1
BOEING	767322	0	5	3	0	0	0	1	0	9
BOEING	767323	0	2	1	0	0	0	0	0	3
BOEING	767332	0	2	5	0	0	0	0	0	7
BOEING	767375	0	2	0	0	0	0	0	0	2
BOEING	7673P6	0	0	1	0	0	0	0	0	1
BOEING	777222	0	4	0	0	1	0	1	0	6
BRAERO	BAE125800A	0	0	4	0	0	0	0	0	4
BRAERO	HAWKER1000	0	0	1	0	0	0	0	0	1
BRAERO	HS7482B	0	1	0	0	0	0	0	0	1
CESSNA	402B	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
CESSNA	402C	0	0	1	0	0	0	0	0	1
CESSNA	421B	0	0	0	0	0	0	1	0	1
CESSNA	421C	0	0	2	0	0	0	2	1	5
CESSNA	441	0	1	1	0	0	0	1	0	3
CESSNA	550	0	0	0	0	1	0	0	0	1
CNDAIR	CL6002B19	0	7	8	1	2	0	1	0	19
CVAC	340CVAC	0	0	0	0	0	0	1	0	1
DHAV	DHC2MK1	0	0	0	0	2	0	0	0	2
DHAV	DHC6200	0	0	0	0	0	0	1	0	1
DHAV	DHC8102	0	4	4	0	2	1	0	0	11
DHAV	DHC8202	0	1	4	0	0	0	0	0	5
DHAV	DHC8311	0	0	2	0	0	0	0	0	2
DORNER	DO328100	0	2	0	0	0	0	0	0	2
DOUG	DC1010	0	5	4	0	3	0	1	0	13
DOUG	DC1015	0	0	0	0	1	0	0	0	1
DOUG	DC1030	0	2	2	0	8	0	2	0	14
DOUG	DC1030F	0	1	2	0	1	0	0	0	4
DOUG	DC1040	0	0	0	0	4	0	2	0	6
DOUG	DC3C	0	0	0	0	0	0	0	1	1
DOUG	DC861	0	0	1	0	0	0	0	0	1
DOUG	DC862	0	1	1	0	0	0	0	0	2
DOUG	DC863	0	0	1	0	0	0	0	0	1
DOUG	DC863F	0	0	0	0	30	0	0	0	30
DOUG	DC871F	0	1	0	0	0	0	1	0	2
DOUG	DC8F54	0	1	0	0	0	0	0	0	1
DOUG	DC914	0	0	1	0	0	0	2	0	3
DOUG	DC915	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC931	0	3	8	0	16	0	2	0	29
DOUG	DC932	0	12	8	0	50	0	1	0	71
DOUG	DC932F	0	0	0	0	6	0	0	0	6
DOUG	DC941	0	0	2	0	0	0	0	0	2
DOUG	DC951	0	1	5	0	0	0	1	0	7
DOUG	DC981	0	0	0	0	1	0	0	0	1
DOUG	DC982	0	2	4	0	6	0	0	0	12
DOUG	DC983	0	0	1	0	0	0	2	0	3
DOUG	MD11F	0	0	1	0	0	0	0	0	1
DOUG	MD88	0	3	1	1	2	0	0	0	7
DOUG	MD9030	0	0	1	0	0	0	0	0	1
EMB	EMB120	0	1	3	0	0	0	0	0	4
EMB	EMB120ER	0	0	4	0	1	0	0	0	5
EMB	EMB120RT	0	4	6	0	4	0	0	0	14
EMB	EMB145	0	0	1	0	0	0	2	0	3
FOKKER	F28MK0100	0	0	3	0	0	0	0	0	3
FOKKER	F28MK1000	0	0	1	0	0	0	0	0	1
FOKKER	F28MK4000	0	0	6	0	13	0	0	0	19
FRCHLD	SA227CC	0	1	0	0	0	0	0	0	1
GULSTM	690A	0	0	0	0	0	0	1	0	1
GULSTM	G159	0	0	0	0	1	0	1	0	2
ISRAEL	1125	0	1	0	0	0	0	0	0	1
ISRAEL	ASTRASPX	0	1	0	0	0	0	0	0	1
JETAIR	JETSTM4101	0	1	0	0	0	1	4	0	6
LEAR	24B	0	0	0	0	0	0	1	0	1
LEAR	60LEAR	0	1	0	0	0	0	0	0	1
LKHEED	10113851	0	4	3	0	4	0	0	0	11

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
LKHEED	1011385114	0	0	0	0	1	0	0	0	1
LKHEED	1011385115	0	0	3	0	0	0	0	0	3
LKHEED	10113853	0	0	2	0	2	0	0	0	4
LKHEED	188C	0	0	5	0	0	0	0	0	5
PILATS	PC12	0	0	1	0	0	0	0	0	1
PIPER	PA31	0	0	1	0	0	1	0	0	2
PIPER	PA31350	0	1	0	0	0	0	0	0	1
PIPER	PA32301	0	1	0	0	0	0	0	1	2
SAAB	340B	0	2	8	0	0	0	1	0	11
SAAB	SF340A	0	1	4	0	0	0	4	0	9
SWRNGN	SA226AT	0	1	0	0	0	0	0	0	1
SWRNGN	SA226TC	0	0	1	0	0	0	0	0	1
SWRNGN	SA227AC	0	1	1	0	1	0	0	0	3
<b>TOTALS</b>		<b>0</b>	<b>187</b>	<b>250</b>	<b>7</b>	<b>449</b>	<b>4</b>	<b>96</b>	<b>3</b>	<b>996</b>

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**THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR****4/5/98 To 4/11/98    ISSUE: 98-15    ZAC-326**

<b><u>OPER. DESIG.</u></b>	<b><u>OPERATOR NAME</u></b>	<b><u>FAA DIST. OFF.</u></b>
A3L3	ALLIEDSIGNAL INC	WP19
A6WA	AIR WISCONSIN AIRLINES CORPORATION	GL31
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
AMTA	AMERICAN TRANS AIR INC	GL11
ARWA	ARROW AIR INC	SO19
ASAA	ALASKA AIRLINES INC	NM01
ASOA	ATLANTIC SOUTHEAST AIRLINES INC	SO11
C2XA	CONTINENTAL EXPRESS INC	SW09
C8GA	CAPITAL CARGO INTERNATIONAL	SO15
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
DM4R	AIRCRAFT SYSTEMS DIV OF COM-JET COR	SO19
DXTR	EXECUTIVE JET SALES INC	GL07
E9WA	EASTWIND AIRLINES INC	SO05
EB1R	STAMBAUGHS AIR SERVICE INC	EA13
EF2R	ASTRAEA AVIATION SERVICES INC	SW05
EQGA	EXEC EXPRESS II INC	SW19
F3LA	FRONTIER AIRLINES INC	NM03
FDEA	FEDERAL EXPRESS CORP	SO25
IPXA	UNITED PARCEL SERVICE CO	SO01
IU6R	AERO-CONTROLS INC	NM01
IXXA	AIR TRANSPORT INTERNATIONAL LIMITED	GL23
JBXA	MIDWAY AIRLINES CORPORATION	SO05
JGVA	DUNCAN AVIATION INC	CE09
JGVR	DUNCAN AVIATION INC	CE09
JJBA	CHAMPLAIN ENTERPRISES INC	EA01
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
MZZA	CONTINENTAL MICRONESIA INC	WP13
NWAA	NORTHWEST AIRLINES INC	GL01

<b><u>OPER. DESIG.</u></b>	<b><u>OPERATOR NAME</u></b>	<b><u>FAA DIST. OFF.</u></b>
ORJA	RENO AIR INC	WP11
OTJA	AIR TEJAS INC	SW17
P5CA	POLAR AIR CARGO INC	WP23
P9RA	PRIME AIR INC	SW09
PIDA	PIEDMONT AVIATION SERVICES INC	SO05
PLGA	BUSINESS EXPRESS INC	NE05
PNSA	PENINSULA AIRWAYS INC	AL03
QU2R	ATLANTIC AVIATION CORP	EA17
QXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03
REXA	EXPRESS AIRLINES I INC	SO25
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SABA	CCAIR INC	SO33
SCNA	SUN COUNTRY AIRLINES INC	GL15
SIMA	SIMMONS AIRLINES INC	SW21
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
UALA	UNITED AIR LINES INC	WP29
UIEA	ATLAS AIR INC	EA15
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
WRNA	WRANGLER AVIATION INC	SO05
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WVER	WEST VIRGINIA AEROSPACE INC	EA09
WWMA	WINGS WEST AIRLINES INC	WP15
ZZDA	AIRTRAN AIRWAYS INC	SO11
(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)		



# JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

## PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

# JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

## JASC/ TITLE

### 11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

### 12 SERVICING

1210 FUEL SERVICING  
1220 OIL SERVICING  
1230 HYDRAULIC FLUID SERVICING  
1240 COOLANT SERVICING

### 18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS  
1810 HELICOPTER VIBRATION ANALYSIS  
1820 HELICOPTER NOISE ANALYSIS

### 21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM  
2110 CABIN COMPRESSOR SYSTEM  
2120 AIR DISTRIBUTION SYSTEM  
2121 AIR DISTRIBUTION FAN  
2130 CABIN PRESSURE CONTROL SYSTEM  
2131 CABIN PRESSURE CONTROLLER  
2132 CABIN PRESSURE INDICATOR  
2133 PRESSURE REGUL/OUTFLOW VALVE  
2134 CABIN PRESSURE SENSOR  
2140 HEATING SYSTEM  
2150 CABIN COOLING SYSTEM  
2160 CABIN TEMPERATURE CONTROL SYSTEM  
2161 CABIN TEMPERATURE CONTROLLER  
2162 CABIN TEMPERATURE INDICATOR  
2163 CABIN TEMPERATURE SENSOR  
2170 HUMIDITY CONTROL SYSTEM

### 22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM  
2210 AUTOPILOT SYSTEM  
2211 AUTOPILOT COMPUTER  
2212 ALTITUDE CONTROLLER  
2213 FLIGHT CONTROLLER  
2214 AUTOPILOT TRIM INDICATOR  
2215 AUTOPILOT MAIN SERVO  
2216 AUTOPILOT TRIM SERVO  
2220 SPEED-ATTITUDE CORRECT. SYSTEM  
2230 AUTO THROTTLE SYSTEM  
2250 AERODYNAMIC LOAD ALLEVIATING

### 23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM  
2310 HF COMMUNICATION SYSTEM  
2311 UHF COMMUNICATION SYSTEM  
2312 VHF COMMUNICATION SYSTEM  
2320 DATA TRANSMISSION AUTO CALL  
2330 ENTERTAINMENT SYSTEM  
2340 INTERPHONE & PA SYSTEM  
2350 AUDIO INTEGRATING SYSTEM  
2360 STATIC DISCHARGE SYSTEM  
2370 AUDIO/VIDEO MONITORING

### 24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM  
2410 ALTERNATOR-GENERATOR DRIVE  
2420 AC GENERATION SYSTEM  
2421 AC GENERATOR-ALTERNATOR  
2422 AC INVERTER  
2423 PHASE ADAPTER

### 24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR  
2425 AC INDICATING SYSTEM  
2430 DC GENERATING SYSTEM  
2431 BATTERY OVERHEAT WARN. SYSTEM  
2432 BATTERY/CHARGER SYSTEM  
2433 DC RECTIFIER-CONVERTER  
2434 DC GENERATOR-ALTERNATOR  
2435 STARTER-GENERATOR  
2436 DC REGULATOR  
2437 DC INDICATING SYSTEM  
2440 EXTERNAL POWER SYSTEM  
2450 AC POWER DISTRIBUTION SYSTEM  
2460 DC POWER/DISTRIBUTION SYSTEM

### 25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS  
2510 FLIGHT COMPARTMENT EQUIPMENT  
2520 PASSENGER COMPARTMENT EQUIPMENT  
2530 BUFFET/GALLEYS  
2540 LAVATORIES  
2550 CARGO COMPARTMENTS  
2551 AGRICULTURAL SPRAY SYSTEM  
2560 EMERGENCY EQUIPMENT  
2561 LIFE JACKET  
2562 EMERGENCY LOCATOR BEACON  
2563 PARACHUTE  
2564 LIFE RAFT  
2565 ESCAPE SLIDE  
2570 ACCESSORY COMPARTMENT  
2571 BATTERY BOX STRUCTURE  
2572 ELECTRONIC SHELF SECTION

## **26 FIRE PROTECTION**

2600 FIRE PROTECTION SYSTEM  
2610 DETECTION SYSTEM  
2611 SMOKE DETECTION  
2612 FIRE DETECTION  
2613 OVERHEAT DETECTION  
2620 EXTINGUISHING SYSTEM  
2621 FIRE BOTTLE, FIXED  
2622 FIRE BOTTLE, PORTABLE

## **27 FLIGHT CONTROLS**

2700 FLIGHT CONTROL SYSTEM  
2701 CONTROL COLUMN SECTION  
2710 AILERON CONTROL SYSTEM  
2711 AILERON TAB CONTROL SYSTEM  
2720 RUDDER CONTROL SYSTEM  
2721 RUDDER TAB CONTROL SYSTEM  
2722 RUDDER ACTUATOR  
2730 ELEVATOR CONTROL SYSTEM  
2731 ELEVATOR TAB CONTROL SYSTEM  
2740 STABILIZER CONTROL SYSTEM  
2741 STABILIZER POSITION INDICATING  
2742 STABILIZER ACTUATOR  
2750 TE FLAP CONTROL SYSTEM  
2751 TE FLAP POSITION IND. SYSTEM  
2752 TE FLAP ACTUATOR  
2760 DRAG CONTROL SYSTEM  
2761 DRAG CONTROL ACTUATOR  
2770 GUST LOCK/DAMPER SYSTEM  
2780 LE FLAP CONTROL SYSTEM  
2781 LE FLAP POSITION IND. SYSTEM  
2782 LE FLAP ACTUATOR

## **28 FUEL**

2800 AIRCRAFT FUEL SYSTEM  
2810 FUEL STORAGE  
2820 ACFT FUEL DISTRIB. SYSTEM  
2821 ACFT FUEL FILTER/STRAINER  
2822 FUEL BOOST PUMP  
2823 FUEL SELECTOR/SHUTOFF VALVE  
2824 FUEL TRANSFER VALVE  
2830 FUEL DUMP SYSTEM  
2840 ACFT FUEL INDICATING  
2841 FUEL QUANTITY INDICATOR  
2842 FUEL QUANTITY SENSOR  
2843 FUEL TEMPERATURE INDICATING  
2844 FUEL PRESSURE INDICATOR

## **29 HYDRAULIC POWER**

2900 HYDRAULIC POWER SYSTEM  
2910 HYDRAULIC, MAIN SYSTEM  
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN  
2912 HYDRAULIC FILTER-MAIN SYSTEM  
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN  
2914 HYDRAULIC HANDPUMP-MAIN  
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN  
2916 HYDRAULIC RESERVOIR-MAIN  
2917 HYDRAULIC PRESSURE REGULATOR-MAIN  
2920 HYDRAULIC, AUXILIARY SYSTEM  
2921 HYDRAULIC ACCUMULATOR-AUXILIARY  
2922 HYDRAULIC FILTER-AUXILIARY  
2923 HYDRAULIC PUMP-AUXILIARY  
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY  
2926 HYDRAULIC RESERVOIR-AUXILIARY  
2927 HYDRAULIC PRESSURE REGULATOR-AUX.  
2930 HYDRAULIC SYSTEM INDICATING  
2931 HYDRAULIC PRESSURE INDICATOR  
2932 HYDRAULIC PRESSURE SENSOR  
2933 HYDRAULIC QUANTITY INDICATOR  
2934 HYDRAULIC QUANTITY SENSOR

## **30 ICE AND RAIN PROTECTION**

3000 ICE/RAIN PROTECTION SYSTEM  
3010 AIRFOIL ANTI/DE-ICE SYSTEM  
3020 AIR INTAKE ANTI/DE-ICE SYSTEM  
3030 PITOT/STATIC ANTI-ICE SYSTEM  
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL  
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM  
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM  
3070 WATER LINE ANTI-ICE SYSTEM  
3080 ICE DETECTION

## **31 INSTRUMENTS**

3100 INDICATING/RECORDING SYSTEM  
3110 INSTRUMENT PANEL  
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)  
3130 DATA RECORDERS (FLT/MAINT)  
3140 CENTRAL COMPUTERS (EICAS)  
3150 CENTRAL WARNING  
3160 CENTRAL DISPLAY  
3170 AUTOMATIC DATA

## **32 LANDING GEAR**

3200 LANDING GEAR SYSTEM  
3201 LANDING GEAR/WHEEL FAIRING  
3210 MAIN LANDING GEAR  
3211 MAIN LANDING GEAR ATTACH SECTION  
3212 EMERGENCY FLOTATION SECTION  
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK  
3220 NOSE/TAIL LANDING GEAR  
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION  
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE  
3230 LANDING GEAR RETRACT/EXT. SYSTEM  
3231 LANDING GEAR DOOR RETRACT SECTION  
3232 LANDING GEAR DOOR ACTUATOR  
3233 LANDING GEAR ACTUATOR  
3234 LANDING GEAR SELECTOR  
3240 LANDING GEAR BRAKE SYSTEM  
3241 BRAKE ANTI-SKID SECTION  
3242 BRAKE  
3243 MASTER CYL/BRAKE VALVE  
3244 TIRE  
3245 TIRE TUBE  
3246 WHEEL/SKI/FLOAT  
3250 LANDING GEAR STEERING SYSTEM  
3251 STEERING UNIT  
3252 SHIMMY DAMPER  
3260 LANDING GEAR POSITION & WARNING  
3270 AUXILIARY GEAR (TAIL SKID)

## **33 LIGHTS**

3300 LIGHTING SYSTEM  
3310 FLIGHT COMPARTMENT LIGHTING  
3320 PASSENGER COMPARTMENT LIGHTING  
3330 CARGO COMPARTMENT LIGHTING  
3340 EXTERIOR LIGHTING  
3350 EMERGENCY LIGHTING

## **34 NAVIGATION**

3400 NAVIGATION SYSTEM  
3410 FLIGHT ENVIRONMENT DATA  
3411 PITOT/STATIC SYSTEM  
3412 OUTSIDE AIR TEMP. IND./SENSOR  
3413 RATE OF CLIMB INDICATOR  
3414 AIRSPEED/MACH INDICATING  
3415 HIGH SPEED WARNING  
3416 ALTIMETER, BAROMETRIC/ENCODER

### **34 NAVIGATION CONT'D**

3417 AIR DATA COMPUTER  
3418 STALL WARNING SYSTEM  
3420 ATTITUDE AND DIRECTION DATA SYSTEM  
3421 ATTITUDE GYRO & IND. SYSTEM  
3422 DIRECTIONAL GYRO & IND. SYSTEM  
3423 MAGNETIC COMPASS  
3424 TURN & BANK/RATE OF TURN INDICATOR  
3425 INTEGRATED FLT. DIRECTOR SYSTEM  
3430 LANDING & TAXI AIDS  
3431 LOCALIZER/VOR SYSTEM  
3432 GLIDE SLOPE SYSTEM  
3433 MICROWAVE LANDING SYSTEM  
3434 MARKER BEACON SYSTEM  
3435 HEADS UP DISPLAY SYSTEM  
3436 WIND SHEAR DETECTION SYSTEM  
3440 INDEPENDENT POS. DETERMINING SYSTEM  
3441 INERTIAL GUIDANCE SYSTEM  
3442 WEATHER RADAR SYSTEM  
3443 DOPPLER SYSTEM  
3444 GROUND PROXIMITY SYSTEM  
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)  
3446 NON RADAR WEATHER SYSTEM  
3450 DEPENDENT POSITION DETERMINING SYSTEM  
3451 DME/TACAN SYSTEM  
3452 ATC TRANSPONDER SYSTEM  
3453 LORAN SYSTEM  
3454 VOR SYSTEM  
3455 ADF SYSTEM  
3456 OMEGA NAVIGATION SYSTEM  
3457 GLOBAL POSITIONING SYSTEM  
3460 FLIGHT MANAGE. COMPUTING SYSTEM

### **35 OXYGEN**

3500 OXYGEN SYSTEM  
3510 CREW OXYGEN SYSTEM  
3520 PASSENGER OXYGEN SYSTEM  
3530 PORTABLE OXYGEN SYSTEM

### **36 PNEUMATIC**

3600 PNEUMATIC SYSTEM  
3610 PNEUMATIC DISTRIBUTION SYSTEM  
3620 PNEUMATIC INDICATING SYSTEM

### **37 VACUUM**

3700 VACUUM SYSTEM  
3710 VACUUM DISTRIBUTION SYSTEM  
3720 VACUUM INDICATING SYSTEM

### **38 WATER/WASTE**

3800 WATER & WASTE SYSTEM  
3810 POTABLE WATER SYSTEM  
3820 WASH WATER SYSTEM  
3830 WASTE DISPOSAL SYSTEM  
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

### **45 CENTRAL MAINT. SYSTEM**

4500 CENTRAL MAINT. COMPUTER

### **49 AIRBORNE AUXILIARY POWER**

4900 AIRBORNE APU SYSTEM  
4910 APU COWLING/CONTAINMENT  
4920 APU CORE ENGINE  
4930 APU ENGINE FUEL & CONTROL  
4940 APU START/IGNITION SYSTEM  
4950 APU BLEED AIR SYSTEM  
4960 APU CONTROLS  
4970 APU INDICATING SYSTEM  
4980 APU EXHAUST SYSTEM  
4990 APU OIL SYSTEM

### **51 STANDARD PRACTICES/STRUCTURES**

5100 STANDARD PRACTICES/STRUCTURES  
5101 AIRCRAFT STRUCTURES  
5102 BALLOON REPORTS

### **52 DOORS**

5200 DOORS  
5210 PASSENGER/CREW DOORS  
5220 EMERGENCY EXIT  
5230 CARGO/BAGGAGE DOORS  
5240 SERVICE DOORS  
5241 GALLEY DOORS  
5242 E/E COMPARTMENT DOORS  
5243 HYDRAULIC COMPARTMENT DOORS  
5244 ACCESSORY COMPARTMENT DOORS  
5245 AIR CONDITIONING COMPART. DOORS  
5246 FLUID SERVICE DOORS

5247 APU DOORS  
5248 TAIL CONE DOORS  
5250 FIXED INNER DOORS  
5260 ENTRANCE STAIRS  
5270 DOOR WARNING SYSTEM  
5280 LANDING GEAR DOORS

### **53 FUSELAGE**

5300 FUSELAGE STRUCTURE (GENERAL)  
5301 AERIAL TOW EQUIPMENT  
5302 ROTORCRAFT TAIL BOOM  
5310 FUSELAGE MAIN STRUCTURE  
5311 FUSELAGE MAIN FRAME  
5312 FUSELAGE MAIN BULKHEAD  
5313 FUSELAGE MAIN LONGERON/STRINGER  
5314 FUSELAGE MAIN KEEL  
5315 FUSELAGE MAIN FLOOR BEAM  
5320 FUSELAGE MISCELLANEOUS STRUCTURE  
5321 FUSELAGE FLOOR PANEL  
5322 FUSELAGE INTERNAL MOUNT STRUCTURE  
5323 FUSELAGE INTERNAL STAIRS  
5324 FUSELAGE FIXED PARTITIONS  
5330 FUSELAGE MAIN PLATE/SKIN  
5340 FUSELAGE MAIN ATTACH FITTINGS  
5341 WING ATTACH FITTINGS (ON FUSELAGE)  
5342 STABILIZER ATTACH FITTINGS  
5343 LANDING GEAR ATTACH FITTINGS  
5344 FUSELAGE DOOR HINGES  
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS  
5346 POWERPLANT ATTACH FITTINGS  
5347 SEAT/CARGO ATTACH FITTINGS  
5350 FUSELAGE AERODYNAMIC FAIRINGS

### **54 NACELLES/PYLONS**

5400 NACELLE/PYLON STRUCTURE  
5410 MAIN FRAME (ON NACELLE/PYLON)  
5411 FRAME/SPAR/RIB(NACELLE/PYLON)  
5412 BULKHEAD/FIREWALL (NAC/PYLON)  
5413 LONGERON/STRINGER (NAC/PYLON)  
5414 PLATE SKIN (NAC/PYLONS)  
5415 ATTACH FITTINGS (NAC/PYLON)

### **55 STABILIZERS**

5500 EMPENNAGE STRUCTURE  
5510 HORIZONTAL STABILIZER STRUCTURE  
5511 HORIZONTAL STABILIZER SPAR/RIB  
5512 HORIZONTAL STABILIZER PLATE/SKIN  
5513 HORIZONTAL STABILIZER TAB STRUCTURE  
5520 ELEVATOR STRUCTURE

**55 STABILIZERS CONT'D**

5521 ELEVATOR SPAR/RIB STRUCTURE  
5522 ELEVATOR PLATES/SKIN STRUCTURE  
5523 ELEVATOR TAB STRUCTURE  
5530 VERTICAL STABILIZER STRUCTURE  
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE  
5532 VERTICAL STABILIZER PLATES/SKIN  
5533 VENTRAL STRUCTURE (ON VERT. STAB)  
5540 RUDDER STRUCTURE  
5541 RUDDER SPAR/RIB STRUCTURE  
5542 RUDDER PLATE/SKIN STRUCTURE  
5543 RUDDER TAB STRUCTURE  
5550 EMPENNAGE FLT. CONT. ATTACH FITTING  
5551 HORIZONTAL STABILIZER ATTACH FITTING  
5552 ELEVATOR/TAB ATTACH FITTINGS  
5553 VERT. STAB. ATTACH FITTINGS  
5554 RUDDER/TAB ATTACH FITTINGS

**56 WINDOWS**

5600 WINDOW/WINDSHIELD SYSTEM  
5610 FLIGHT COMPARTMENT WINDOWS  
5620 PASSENGER COMPARTMENT WINDOWS  
5630 DOOR WINDOWS  
5640 INSPECTION WINDOWS

**57 WINGS**

5700 WING STRUCTURE  
5710 WING MAIN FRAME STRUCTURE  
5711 WING SPAR STRUCTURE  
5712 WING RIB STRUCTURE  
5713 WING LONGERON/STRINGER  
5714 WING CENTER BOX  
5720 WING MISCELLANEOUS STRUCTURE  
5730 WING PLATES/SKINS  
5740 WING ATTACH FITTINGS  
5741 WING, FUSELAGE ATTACH FITTINGS  
5742 WING, NAC/PYLON ATTACH FITTINGS  
5743 WING, LANDING GEAR ATTACH FITTINGS  
5744 CONTROL SURFACE ATTACH FITTINGS  
5750 WING CONTROL SURFACE STRUCTURE  
5751 AILERON STRUCTURE  
5752 AILERON TAB STRUCTURE  
5753 TE FLAP STRUCTURE  
5754 LEADING EDGE DEVICE STRUCTURE  
5755 SPOILER STRUCTURE

**61 PROPELLERS/PROPULSORS**

6100 PROPELLER SYSTEM  
6110 PROPELLER ASSEMBLY  
6111 PROPELLER BLADE SECTION  
6112 PROPELLER DE-ICE BOOT SECTION  
6113 PROPELLER SPINNER SECTION  
6114 PROPELLER HUB SECTION  
6120 PROPELLER CONTROL SYSTEM  
6121 PROPELLER SYNCHRONIZER SECTION  
6122 PROPELLER GOVERNOR  
6123 PROPELLER FEATHERING/REVERSING  
6130 PROPELLER BRAKING  
6140 PROPELLER INDICATING SYSTEM

**62 MAIN ROTOR**

6200 MAIN ROTOR SYSTEM  
6210 MAIN ROTOR BLADES  
6220 MAIN ROTOR HEAD  
6230 MAIN ROTOR MAST/SWASHPLATE  
6240 MAIN ROTOR INDICATING SYSTEM

**63 MAIN ROTOR DRIVE**

6300 MAIN ROTOR DRIVE SYSTEM  
6310 ENGINE/TRANSMISSION COUPLING  
6320 MAIN ROTOR GEARBOX  
6321 MAIN ROTOR BRAKE  
6322 ROTORCRAFT COOLING FAN SYSTEM  
6330 MAIN ROTOR TRANSMISSION MOUNT  
6340 ROTOR DRIVE INDICATING SYSTEM

**64 TAIL ROTOR**

6400 TAIL ROTOR SYSTEM  
6410 TAIL ROTOR BLADE  
6420 TAIL ROTOR HEAD  
6440 TAIL ROTOR INDICATING SYSTEM

**65 TAIL ROTOR DRIVE**

6500 TAIL ROTOR DRIVE SYSTEM  
6510 TAIL ROTOR DRIVE SHAFT  
6520 TAIL ROTOR GEARBOX  
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

**67 ROTORS FLIGHT CONTROL**

6700 ROTORCRAFT FLIGHT CONTROL  
6710 MAIN ROTOR CONTROL  
6711 TILT ROTOR FLIGHT CONTROL  
6720 TAIL ROTOR CONTROL SYSTEM  
6730 ROTORCRAFT SERVO SYSTEM

**71 POWERPLANT**

7100 POWERPLANT SYSTEM  
7110 ENGINE COWLING SYSTEM  
7111 COWL FLAP SYSTEM  
7112 ENGINE AIR BAFFLE SECTION  
7120 ENGINE MOUNT SECTION  
7130 ENGINE FIRESEALS  
7160 ENGINE AIR INTAKE SYSTEM  
7170 ENGINE DRAINS

**72 TURBINE/TURBOPROP ENGINE**

7200 ENGINE (TURBINE/TURBOPROP)  
7210 TURBINE ENGINE REDUCTION GEAR  
7220 TURBINE ENGINE AIR INLET SECTION  
7230 TURBINE ENGINE COMPRESSOR SECTION  
7240 TURBINE ENGINE COMBUSTION SECTION  
7250 TURBINE SECTION  
7260 TURBINE ENGINE ACCESSORY DRIVE  
7261 TURBINE ENGINE OIL SYSTEM  
7270 TURBINE ENGINE BYPASS SECTION

**73 ENGINE FUEL & CONTROL**

7300 ENGINE FUEL & CONTROL  
7310 ENGINE FUEL DISTRIBUTION  
7311 ENGINE FUEL-OIL COOLER  
7312 FUEL HEATER  
7313 FUEL INJECTOR NOZZLE  
7314 ENGINE FUEL PUMP  
7320 FUEL CONTROLLING SYSTEM  
7321 FUEL CONTROL/ELECTRONIC  
7322 FUEL CONTROL/CARBURETOR  
7323 TURBINE GOVERNOR  
7324 FUEL DIVIDER  
7330 ENGINE FUEL INDICATING SYSTEM  
7331 FUEL FLOW INDICATING  
7332 FUEL PRESSURE INDICATING  
7333 FUEL FLOW SENSOR  
7334 FUEL PRESSURE SENSOR

#### **74 IGNITION**

7400 IGNITION SYSTEM  
7410 IGNITION POWER SUPPLY  
7411 LOW TENSION COIL  
7412 EXCITER  
7413 INDUCTION VIBRATOR  
7414 MAGNETO/DISTRIBUTOR  
7420 IGNITION HARNESS (DISTRIBUTION)  
7421 SPARK PLUG/IGNITER  
7430 IGNITION SWITCHING

#### **75 AIR**

7500 ENGINE BLEED AIR SYSTEM  
7510 ENGINE ANTI-ICING SYSTEM  
7520 ENGINE COOLING SYSTEM  
7530 COMPRESSOR BLEED CONTROL  
7531 COMPRESSOR BLEED GOVERNOR  
7532 COMPRESSOR BLEED VALVE  
7540 BLEED AIR INDICATING SYSTEM

#### **76 ENGINE CONTROLS**

7600 ENGINE CONTROLS  
7601 ENGINE SYNCHRONIZING  
7602 MIXTURE CONTROL  
7603 POWER LEVER  
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

#### **77 ENGINE INDICATING**

7700 ENGINE INDICATING SYSTEM  
7710 POWER INDICATING SYSTEM  
7711 ENGINE PRESSURE RATIO (EPR)  
7712 ENGINE BMEP/TORQUE INDICATING  
7713 MANIFOLD PRESSURE (MP) INDICATING  
7714 ENGINE RPM INDICATING SYSTEM  
7720 ENGINE TEMP. INDICATING SYSTEM  
7721 CYLINDER HEAD TEMP (CHT) INDICATING  
7722 ENG. EGT/TIT INDICATING SYSTEM  
7730 ENGINE IGNITION ANALYZER SYSTEM  
7731 ENGINE IGNITION ANALYZER  
7732 ENGINE VIBRATION ANALYZER  
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

#### **78 ENGINE EXHAUST**

7800 ENGINE EXHAUST SYSTEM  
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE  
7820 ENGINE NOISE SUPPRESSOR  
7830 THRUST REVERSER

#### **79 ENGINE OIL**

7900 ENGINE OIL SYSTEM (AIRFRAME)  
7910 ENGINE OIL STORAGE (AIRFRAME)  
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)  
7921 ENGINE OIL COOLER  
7922 ENGINE OIL TEMP. REGULATOR  
7923 OIL SHUTOFF VALVE  
7930 ENGINE OIL INDICATING SYSTEM  
7931 ENGINE OIL PRESSURE  
7932 ENGINE OIL QUANTITY  
7933 ENGINE OIL TEMPERATURE

#### **80 STARTING**

8000 ENGINE STARTING SYSTEM  
8010 ENGINE CRANKING  
8011 ENGINE STARTER  
8012 ENGINE START VALVES/CONTROLS

#### **81 TURBOCHARGING**

8100 EXHAUST TURBINE SYSTEM (RECIP)  
8110 POWER RECOVERY TURBINE (RECIP)  
8120 EXHAUST TURBOCHARGER

#### **82 WATER INJECTION**

8200 WATER INJECTION SYSTEM

#### **83 ACCESSORY GEARBOXES**

8300 ACCESSORY GEARBOXES

#### **85 RECIPROCATING ENGINE**

8500 ENGINE (RECIPROCATING)  
8510 RECIPROCATING ENGINE FRONT SECTION  
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION  
8540 RECIPROCATING ENGINE REAR SECTION  
8550 RECIPROCATING ENGINE OIL SYSTEM

## ***MECHANICS CREED***

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.